

# SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS

## Cape Ray Completes Chemical Neutralization

The SIU-crewed *Cape Ray* in mid-August finished its unprecedented work of neutralizing the most dangerous chemicals in Syria's declared stockpile. In photo at right below, the Keystone-operated ship receives cargo from a helicopter Aug. 4 in the Mediterranean Sea. At left, GVA Alex Rodriguez secures a chain attached to a refrigeration container. The remaining photo shows QMED Brandon Granger preparing a steel plate. *Page 9.* (U.S. Navy photos by Seaman Desmond Parks)

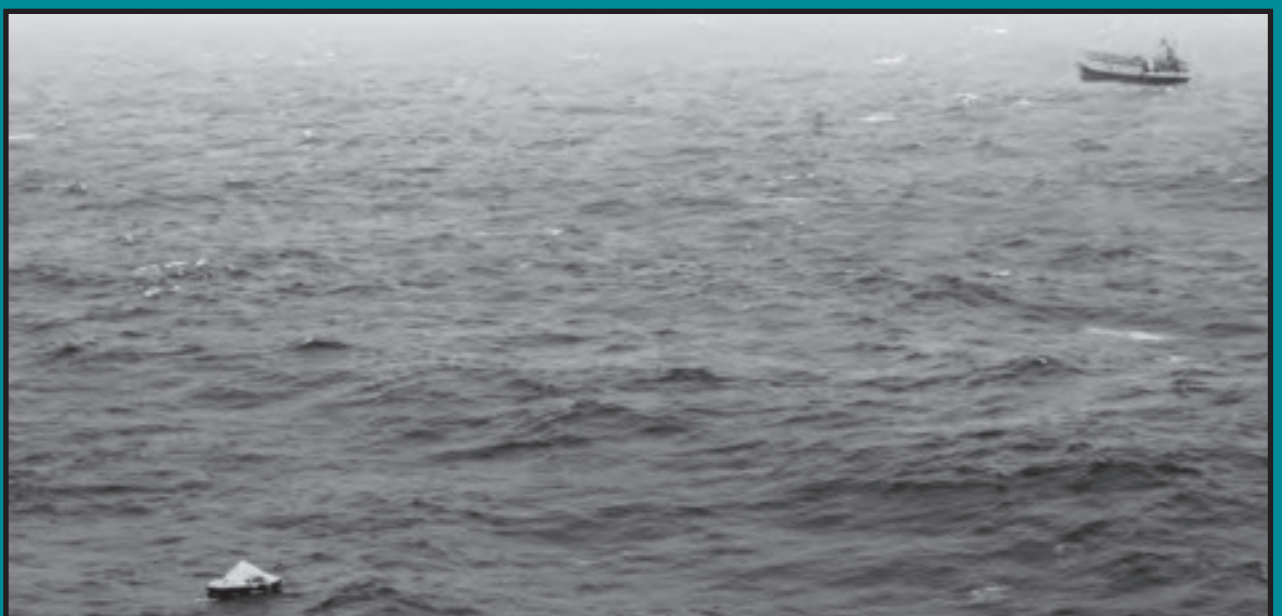


## Crowley Christens Tugboat

SIU members and officials including those pictured in the photo at left helped formally welcome the Crowley Maritime tug *Ocean Sky* during a recent ceremony in Houston. *Page 3.*

## SIU-Crewed Ships Come To the Rescue

Two SIU-crewed ships recently rescued 12 individuals from disabled vessels thousands of miles apart. In the first saga, the *USNS Richard E. Byrd* (crewed by members of the SIU Government Services Division) saved nine mariners whose Yemeni-flagged cargo ship (the *Al Saed-1*, in background of photo at right, with life raft in foreground) lost power and went adrift in the Gulf of Oman. The other episode saw the Matson ship *Manukai* save three people from a sailboat caught in Hurricane Julio near Hawaii. *Page 9.* (Photo courtesy U.S. Navy)



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# President's Report

## House Hearing Helps Our Cause

When more than a dozen members of the U.S. Congress show up for a subcommittee hearing that's not tied to a particular bill, it means the subject matter is very important.

That was the case in late July, when military and administration officials testified before the House Subcommittee on Seapower and Projection Forces (part of the Armed Services Committee). The hearing drew a great turnout, and strong statements were made supporting the U.S. Merchant Marine by not only those testifying, but also subcommittee members from both sides of the aisle.



Michael Sacco

Make no mistake: This wasn't a pep rally. It was a hard, critical look at what our nation must do to maintain adequate sealift capability for times of war or other emergencies. In many ways, it was an overdue examination of what we've got and what we need, both in terms of manpower and American-flag tonnage.

I'm encouraged by the comments and testimony from the hearing, including detailed statements backing the U.S. Maritime Security Program (MSP) and cargo preference laws. Even more, it was heartening to hear our mariners – including the many thousands of SIU members – described as a crucial national asset.

And perhaps best of all, I appreciated the on-the-record acknowledgement that our people don't grow on trees and can't just be plucked off the street when there's a surge sealift requirement. Today's maritime industry is far different than it was a century ago or when our union was founded, and we all know how different it has become since the *Exxon Valdez* and the September 11 terrorist attacks. Those events aren't the only reasons why the U.S. Merchant Marine is so heavily regulated, but they are major factors. As a result, it takes time and training to "make a mariner." That's one reason why it makes sense for our country to maintain programs and laws like the MSP, Food for Peace, the Export-Import Bank and the Jones Act that help sustain the vital seagoing manpower pool.

Historically, the SIU and all of the U.S. Merchant Marine have delivered the goods, wherever and whenever needed. We've also demonstrated our flexibility and dependability when an out-of-the-ordinary assignment comes up, such as the high-profile deployment of the SIU-crewed *Cape Ray*.

As we've been reporting for months, the *Cape Ray* took on the complex, critical task of neutralizing and disposing of materials from Syria's chemical weapons stockpile. And, as you likely know by now, the Keystone-operated vessel finished safely, efficiently and ahead of schedule. (As the kids might say nowadays, when the White House and the Pentagon both issue statements of thanks, it's kind of a big deal.)

I've always been optimistic about our union and our industry, but also realistic. No one is going to give us anything – not at a bargaining table, not in a legislative fight at home, not in any of the international maritime and labor forums abroad. We have to fight for ourselves, carry our own message and work with our partners from all segments of the industry to help ensure a bright future.

You, the rank-and-file members, play an indispensable role in this effort by being professional and reliable on the job, by upgrading your skills, by helping with grassroots political action, and by supporting your officials. That last point is important and not taken for granted, while also truly not meant to sound self-serving. I know for sure that one of the reasons our union has been successful despite the many obstacles in the industry is because of continuity. It's a similar concept as not being able to shove someone up a gangway and expect them to know how to be a mariner. The political and business sides of our industry take time to learn, and the relationships we've built across the board aren't made overnight.

As we continue working together, I remain upbeat, determined and confident that we in the SIU will do our part to not only keep the Stars and Stripes flying on the high seas, but also to truly revitalize this invaluable industry.

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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Assistant Editor, *Nick Merrill*; Photographer, *Harry Gieske*; Administrative Support, *Misty Dobry*; Content Curator, *Mark Clements*.

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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.

# ITF Congress Promotes Workers' Rights

## SIU's Heindel Re-elected Chair of Key Maritime Section

Delegates to the 43rd International Transport Workers' Federation (ITF) Congress, conducted in Sofia, Bulgaria, August 10-16 took to heart the gathering's slogan of "From Global Crisis to Global Justice: Transport Workers Fighting Back!"

Tackling issues ranging from maritime piracy to the longstanding flag-of-convenience (FOC) campaign to demanding fairness in the international campaign for DHL drivers, the more than 1,700 delegates representing 372 unions from 114 nations called for stronger laws around the world to protect workers.

The SIU, an ITF affiliate, was well-represented at the convention, which takes place every four years. SIU Secretary-Treasurer David Heindel was re-elected as chair of the federation's Seafarers' Section, while SIU of Canada President James Given was elected chair of the North American Seafarers' Section caucus. SIU Port Agent Tracey Mayhew was re-elected as a representative for the ITF Fisheries Section.

Other participants in the congress included SIU of Canada Secretary-Treasurer Catina Sicoli, SIU of Canada Executive Vice President Patrice Caron, SIU ITF Inspectors Ricky Esopa and Shwe Aung, and Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan.

In opening the congress, ITF President Paddy Crumlin (who was re-elected to a second four-year term) from the Maritime Union of Australia pointed out that 90 families hold as much wealth as half of the world's population. He said it was time for all workers to stand together and fight back.

Crumlin reiterated that call at the convention's end: "The ITF understands just how interconnected we all are and how powerful that can make us if we work hard together and build on the solidarity between working men and women across supply chains, across industries and across borders. The ITF lets brave men and women of the union movement know that their fight is not in vain, that they are part of something much bigger."

Delegates unanimously elected Stephen Cotton to serve as ITF General Secretary. Cotton, who addressed the 2012 Seafarers International Union of North America Convention, had been serving as acting secretary following the retirement of David Cockcroft in 2012.

Cotton told delegates that



The Seafarers delegation included (from left) Port Agent Tracey Mayhew, SIU of Canada Executive VP Patrice Caron, SIU of Canada Secretary-Treasurer Catina Sicoli, SIU Secretary-Treasurer David Heindel, ITF Inspector Shwe Aung and SIU of Canada President James Given, plus Inspector Ricky Esopa and Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan (behind the lens).

transportation and the workers who move goods connect the world.

"World trade dominates our national and international economies," Cotton stated. "It is a mighty engine linking labor throughout the world. The mighty global economic engine has far too long been funneling the majority of its wealth into the hands of the few and not the many. It is an engine that should benefit all of us."

Heindel reported on great progress within the Seafarers' Section these past four years. He covered a wide range of topics but emphasized the global effort to reduce and eventually eliminate maritime piracy.

"Piracy is an ongoing battle, and it's an effort that involves not just the ITF but many other organizations and governments around the world," he stated. "Still, there's no doubt the ITF has been – and remains – a leader in this life-and-death struggle. And there's no doubt we've made tremendous strides."

He recapped the "End Piracy Now" petition spurred by the ITF and the subsequent Save Our Seafarers campaign, both of which increased global attention to piracy.

Heindel also offered a statistic "that reflects the progress we've made. Three years ago, in 2011, there were more than 1,100 seafarers being held hostage as a result of pirate actions. Today, according to the most current data available, there are 39."

He acknowledged that statistics don't tell the whole story and much work remains, "but by

any reasonable measure, both the ITF in particular and the industry as a whole have stepped up and made great improvements when it comes to protecting our seafarers."

Some of the keys to that success have included securing military support, making greater use of private armed security guards, and helping form a humanitarian response group that assists victims of piracy, he noted.

Meanwhile, the ITF staff compiled news clips and film footage of numerous worker demonstrations from around the world since the London-based federation last met in convention four years ago. The video – which included scenes from America's "Occupy Wall Street" campaign, Arab Spring, and protests in Africa, Asia, Australia and South America – graphically demonstrated how workers around the world are fighting for the same thing at the same time: a fair day's wage for a fair day's work.

In other news from the convention, during the Joint Seafarers and Dockers Conference, delegates offered support for continued efforts to improve conditions for mariners sailing aboard runaway-flag vessels by working with shipowners as well as via the ITF's global network of portside inspectors.

Additionally, delegates strongly endorsed the federation's "white ribbon" campaign calling for an end to violence against women. They urged ITF affiliates to participate in a global day of action for this issue November 25.



Paddy Crumlin (left) was re-elected as ITF president, while Steve Cotton (right) was elected general secretary.



Seafarers' Section Chair David Heindel recaps the progress made since the last ITF Congress.

# Crowley Christens Tugboat Ocean Sky

The SIU recently helped celebrate the christening of Crowley Maritime's Seafarers-crewed tugboat *Ocean Sky* in Houston. Although the ocean-class boat had already been operating, its commemorative addition didn't take place until July 24.

The *Ocean Sky* joins the *Ocean Wave* and *Ocean Wind* as the formally launched vessels of the class, with the fourth, the *Ocean Sun*, scheduled for christening in October.

SIU attendees included Father **Sinclair Oubre**, who gave the invocation; crew members Captain **Charles A. Williams**, AB **Terry Laviolette**, Second Mate **Evan Wanamaker**, Second Mate **Stefan Salvador**, Chief Mate **Darrel Koonce Jr.**, AB **David Heindel Jr.**, Chief Cook **Terrance Sawyer**, First Assistant Engineer **Michael Bibby**, AB **Farrel Bodden**, AB **Ben Johnson** and Chief Engineer **David Greenamyer**; and officials Secretary-Treasurer David Heindel, Vice President Gulf Coast Dean Corgey, Assistant Vice President Jim McGee and Port Agent Mike Russo.

Todd Busch, senior vice president and general manager of Crowley's solutions group, was the first to address the crowd of more than 140 guests at the ceremony. Busch spoke about the design of this new class of tugs. "She's state-of-the-art," Busch said. "If you look around, you'll see that there are a lot of features for the comfort of the crew, who were involved with the design of this vessel. This vessel was designed by us, built by us, and we operate it, as well."

Other speakers included Crowley Vice Chairman and Executive Vice President Bill Pennella, Crowley Vice Presidents John Ara and Craig Tornnga, NC Power



Crowley Assistant Treasurer and vessel sponsor Jennifer Legg breaks the champagne bottle, while Father Sinclair Oubre (left) and Crowley Vice President John Ara (middle) dodge the spray.



Bill Pennella, Vice Chairman and Executive Vice President of Crowley Maritime Corporation, addresses the more than 140 guests at the christening.

Systems Vice President Joe Huley and the North American Vice President of Heerema Marine Contractors U.S. Inc. Bruce Gresham. Shell, Anadarko and Chevron, all of whom have contracted the ocean-class tugs for service also had representatives in attendance, as did Congressman Gene Green's (D-Texas) office and the area's port commission.

Crowley's Assistant Treasurer and Vessel Sponsor Jennifer Legg broke the ceremonial bottle of champagne across the hull of the 156-foot-long boat. Although the vessel has been in service, the ceremony is still an important maritime tradition, attendees noted.

"While today served as a formal ceremony to welcome this vessel to service, truth is, it has been busy tending to the

needs of our offshore energy partners since its hull touched the water ready for service last year," said Ara. "All four of these dynamic positioning vessels along with their safe, well-trained crews have been in high demand and have performed reliably across the board for our diverse energy customers doing business in the U.S. Gulf of Mexico."

In fact, about two weeks after the christening, the crew of the *Ocean Sky* was already busy with their next task: assisting Austal USA and the newly built littoral combat ship *USS Montgomery*. The *Ocean Sky* was made available to the U.S. Navy in order to move the *Montgomery* onto its barge, and then shift the vessel onto the BAE System's drydock *Alabama*,

from which it could be launched.

The ocean-class tugs are dynamic positioning boats, and all four of them have been involved in most of the recent major offshore oil production platform installations in the Gulf of Mexico. They are "ideally suited to work with Crowley's new 455 series high-deck strength barges, which measure 400 feet long by 105 feet wide," the company pointed out. "All four of the ocean-class tugboats are designed to have a minimum bollard pull of 150 metric tons and a range of approximately 12,600 nautical miles at 15 knots free running. They are outfitted with twin-screw, controllable-pitch propellers in nozzles and high lift rudders for a combination of performance and fuel economy."



The *Ocean Sky*, third in the new ocean-class line, was christened July 24 in Houston.



SIU members and officials gather near the tug.

## Houston Operations Moving to Temporary Location with CWA

After 37 years at the union hall on Pierce Street, the SIU soon will move its Houston operations to a temporary location a few blocks away.

The facility on Pierce Street has been sold; the SIU is scheduled to move to the Communications Workers of America (CWA) Local 6222 building September 15 (a Monday). The CWA building is located at 1730 Jefferson Street.

It isn't known exactly how long the SIU will share space in the CWA facility, but the best guess for now is a year or so. The SIU is in the process of acquiring new property where a permanent hall will be constructed.

The SIU's phone and fax numbers for Houston will remain unchanged despite the temporary relocation. Those numbers are (phone) (713) 659-5152 and (fax) (713) 650-8629.

Additional details will be reported as they become available.



Starting Sept. 15, the SIU will share space at the CWA hall in Houston pictured above.



The TOTE Services-operated ship features three cranes.



Captains David and Dana Lyon sit with their dog, Colt. (Photo courtesy U.S. Air Force)



AB Donovan McCants (right) and Third Mate Luis Correa raise the Stars and Stripes.

## Seafarers Crew Mans Newly Reflagged Prepositioning Ship

SIU members are sailing aboard a newly reflagged prepositioning ship named in memory of a U.S. Air Force officer who died late last year in Afghanistan.

The *MV Capt. David I. Lyon*, operated by TOTE Services, Inc., hoisted the Stars and Stripes in July in Bayonne, New Jersey. After taking on bunkers, the 608-foot-long vessel sailed to Sunny Point, North Carolina for a U.S. Military Sealift Command (MSC) inspection. From there, the ship is expected to sail to Korea.

Built in 1997, the *Lyon* features three cranes and can sail at around 20 knots. It is a containership with an 82-foot beam.

Seafarers sailing aboard the *Lyon* at press time included Bosun **Terry Evins**, ABs **Caroline Lawrence**, **Donivan McCants**, **Warren Gorman**, **Saleh Mothana** and **Ali Alhamyari**, QEE **Dmitri Petchenyov**, OMUs **Nabil Ali**, **James Williamson**, **Donald Bishop**, **Marcus Gramby** and **Jerry Morlett**, Steward/Baker **Norma West**, Chief Cook **Rashaad Mangram**, and SA **Santos Jaime**.

The Air Force in late May announced the ship would be named for Capt. David I. Lyon, who died Dec. 27, 2013 in Kabul, Afghanistan, when a car bomb was detonated near his convoy. He was 28 years old.

According to the Air Force, Lyon was performing a combat advisory mission with Afghan national army commandos and working with the Combined Joint Special Operations Task Force-Afghanistan as part of a year-long deployment. He was posthumously awarded the Bronze Star, Meritorious Service Medal, Purple Heart, and the Air Force Combat Action Medal.

"It's a fitting tribute to have the ... prepositioning vessel named after an Air Force logistician and true American patriot who paid the ultimate sacrifice in the service of his country," said Air Force Chief of Staff Gen. Mark A. Welsh III. "Captain Lyon answered the call by saying 'send me,' and exemplified the core value of service before self. I'm extremely proud that this great airman's story will become part of the legacy of this proud ship and its crew." Lyon's wife, Dana, also is an Air Force captain serving in Afghanistan. When she heard about the vessel naming, she said she "was in awe and deeply honored," according to the Air Force.

"It is quite an honor that the logistics community and the Air Force recognized the man I knew him to be: humble and selfless," she said. "Dave's favorite thing about being in the Air Force was feeling like he was in the fight and making a difference in the world. He would be very much honored and happy about having this vessel named after him because it allows him to still deliver to the warfighter.... His legacy will live on and the mission will continue despite him being gone."

MSC describes its prepositioning program as "an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies aboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency. MSC's 26 prepositioning ships support the Army, Navy, Air Force, Marine Corps and Defense Logistics Agency."



From left, AB Ali Alhamyari, Bosun Terry Evins and AB Saleh Mothana take a quick break for this photo.



Pictured in the crew mess are OMUs Nabil Ali (left) and Marcus Gramby.



Keeping their shipmates well-fed are (from left) SA Santos Jaime, Steward/Baker Norma West and Chief Cook Rashaad Mangram.

# Support for Extending Ex-Im Charter Grows

## Longstanding Program Backs American Maritime Jobs, U.S. Competitiveness

A new bipartisan bill, introduced July 30 by Sen. Joe Manchin (D-West Virginia) and Sen. Mark Kirk (R-Illinois), aims to extend the charter of the Export-Import Bank until 2019, as well as increase the program's lending capacity from \$140 billion to \$160 billion.

Often referred to as simply Ex-Im, the Export-Import Bank helps support American maritime jobs and many other employment opportunities in different sectors of the economy. The charter, which has been in place for 80 years, is set to expire Sept. 30 unless Congress approves this extension.

Other initial co-sponsors of the bill included Sen. Roy Blunt (R-Missouri), Sen. Joe Donnelly (D-Indiana), Sen. Mark Warner (D-Virginia), Sen. Maria Cantwell (D-Washington), Sen. Tim Johnson, (D-South Dakota) and Sen. Tim Kaine (D-Virginia).

Two days before the bill was introduced, SIU members and officials joined Warner at a press conference in Norfolk, Virginia where the senator spelled out many reasons the charter should be extended.

Seafarers in attendance included QMED Van Dixon, AB Mike Haloski, OS Mario Borgonia, QMED Marcus Gramby, SA Emy Smith (and her niece, Tillah), QMED

Kevin Daughtry, ABG Julius Morala, ABG Jonathan Davis, QEE Nakesha Miller, GVA Donte Sawyer and Port Agent Georg Kenny. AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan introduced the senator to the crowd.

Warner explained how important the Ex-Im Bank is to the commerce of Virginia, helping to provide for thousands upon thousands of good jobs across the state as well as the nation.

"Since 2007, the Export-Import Bank has helped finance \$1 billion of exports from nearly 100 Virginia companies, more than half of them small businesses, as well as supported more than 11,000 Virginia jobs," he said, adding that the agency does not cost taxpayers anything, and in fact has paid more than \$1 billion into the U.S. Treasury.

Warner said he could not understand how others were attacking the bank when it has supported 1.2 million jobs over the last five years; when nearly 90 percent of its transactions were with small businesses; when the bank returned money from its fees to help reduce the nation's deficits; and when it does not cost U.S. taxpayers "a dime."

In remarks on the Senate floor, Kaine had ready examples of reasons why the



MTD Executive Secretary-Treasurer Daniel Duncan (at podium) introduces Senator Warner (right).

Ex-Im Bank is vital to American economic efforts.

"In Virginia, generally since '07, the Ex-Im Bank has supported 98 companies

in every Congressional district," he said. "Fifty-nine are small businesses; 10 are minority-owned; three are women-owned. More than \$1 billion in exports have been supported in Virginia since 2007. I have heard from everybody in Virginia, from Governor (Terry) McAuliffe to the Virginia Chamber of Commerce to both the National and Virginia Association of Manufacturers, saying, 'Whatever you do, find an agreement to authorize the continuation of this very important bank.'"

Kaine added, "The Senate and Congress need to act to continue the bank so we can create hundreds of thousands of jobs, so we can help American businesses find customers abroad, and do it at no cost to the American taxpayer."

The Manchin bill is in line with what President Barack Obama has said he wants: a five-year reauthorization, with a gradual increase of its lending limit to \$160 billion.

Support for the bill is growing. Senate Majority Leader Harry Reid has also voiced his backing of the Ex-Im reauthorization. On the Senate floor, Reid said, "We need

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Pictured at a late July news conference in Norfolk, Virginia are QMED Van Dixon, AB Mike Haloski, OS Mario Borgonia, QMED Marcus Gramby, SA Emy Smith (and her niece, Tillah), Norfolk Port Agent Georg Kenny, Sen. Mark Warner (D-Virginia), QMED Kevin Daughtry, AB Julius Morala, AB Jonathan Davis, QEE Nakesha Miller and GVA Donte Sawyer.



U.S. Rep. John Garamendi (D-California)



U.S. Rep. Duncan Hunter (R-California)

## Reps. Garamendi, Hunter Advocate 'Growing American Shipping Act'

Two champions of the U.S. Merchant Marine once again have stepped up to promote the industry.

In late July, one week before Congress' August recess, U.S. Rep. John Garamendi (D-California), ranking member of the House Transportation and Infrastructure Committee's Coast Guard and Maritime Transportation Subcommittee, introduced H.R. 5270, the Growing American Shipping Act, to strengthen the U.S. maritime industry. Subcommittee Chairman Rep. Duncan Hunter (R-California) joined the legislation as an original cosponsor.

Existing law, written before the natural gas boom when it was thought America would be a liquefied natural gas (LNG) importer, authorizes the Secretary of Transportation to develop and implement a program to promote transportation of imported LNG on U.S.-flag vessels. Under the Deepwater Ports Act, the Secretary is also required to give top priority to the processing of licenses for LNG import facilities that will utilize U.S.-flag vessels.

The bill introduced July 30 would mod-

ernize these laws, ensuring that America's commitment to its maritime industry is maintained as export opportunities are considered. It would authorize the administration to facilitate a program promoting the export of LNG on U.S.-flag vessels. It also would ensure priority processing of export applications for port terminals that would utilize U.S.-flag vessels.

Garamendi said, "In order for businesses to grow, they must identify new opportunities and seize them. The export market for LNG, a strategic national asset, is ready to take off. At the same time, our nation's maritime industry has been declining for years. Our nation must take the bull by the horns. When it is deemed appropriate to export LNG, it should be on American-flagged vessels."

Hunter stated, "A strong U.S. maritime industry is essential to the national economy and global security. This legislation will help strengthen this industry by promoting LNG export opportunities on U.S. flag vessels — which is most certainly in the national interest."

# Federation Calls Out 'Turncoat Corporations'

The AFL-CIO is strongly condemning the actions of corporations which are taking advantage of a legislative loophole that allows them to avoid paying their fair share of taxes by changing their corporate addresses to foreign countries.

In 2004, Congress enacted the bipartisan American Jobs Creation Act, a law which contained a series of provisions aimed at reducing the tax benefits of reincorporating overseas. The problem is that this law so far has not worked out according to plan; companies have found ways around the measure that create new rewards for executives while at the same time skirting tax liabilities. According to the AFL-CIO (to which the SIU is affiliated) and several news organizations, a host of large corporations – some 47 so far – already have taken advantage of this ambiguity and avoided U.S. taxes by shifting their corporate headquarters offshore. In recent months, several more corporations have announced plans to follow suit and exploit this loophole, which if left intact could hollow out the U.S. corporate income tax base.

Putting the message out that the foregoing type of behavior is anything but patriotic, the AFL-CIO Executive Council – on which SIU President Michael Sacco serves – in July made clear its position via an adopted statement. In part, that assertion stated:

"This is how it works. A U.S. corpora-

tion that wants to avoid paying taxes hooks up with a company in a low-tax country and makes sure the foreign company ends up with at least 20 percent of the stock of the newly merged firm, so the U.S. corporation can legally change its address. This kind of transaction is called a corporate inversion because the larger corporation assumes the address of the smaller company it is purchasing, rather than the other way around.

"Medical device manufacturer Medtronic deserted America for Ireland last month. Medtronic has about \$14 billion squirreled away offshore and would have had to pay between \$3.5 billion and \$4.2 billion in federal taxes to bring that money home for use at its headquarters in Minnesota. To avoid paying those taxes, Medtronic will spend \$43 billion to buy an Irish firm instead.

"Similarly, the drug firm Mylan recently stomped on the Stars and Stripes to ditch America for the Netherlands. Then the drug company AbbVie renounced America, and for 30 pieces of silver, it will become Irish.

"These turncoat corporations will still park their assets and staff in America. For all intents and purposes, they will still be based in the United States, but they will no longer pay U.S. taxes on their overseas profits. Their ultimate goal is to minimize taxes on their profits earned in the United

States, as well, by making it appear their U.S. profits are earned in countries with a zero or low tax rate. They will become freeloaders, and their U.S. competitors, as well as hardworking Americans, will have to pay more in taxes to cover the shirkers' share.

"Apologists for corporate inversions claim the U.S. statutory corporate tax rate of 35 percent is too high, but these corporations aren't paying anywhere near that. AbbVie, for instance, paid a 22.6 percent tax rate last year and, through inversion, hopes to get its rate down to 13 percent by 2016.

"It's time for Congress to stop this outrageous and unpatriotic behavior..."

Walgreens, the largest drugstore chain in the United States, was on the verge of becoming another of the federation's list of turncoat corporations. In 2012, it flirted with the idea of merging with Alliance Boots, a British pharmacy, and moving its headquarters from Illinois to the United Kingdom to avoid paying corporate taxes in the U.S. The company came under intense political heat and significant customer backlash when it went public with its plans. As of August 6, company officials reevaluated their earlier position. Published reports say the company now plans to complete the merger with Alliance Boots, form a holding company and continue to be headquartered

in the United States as opposed to relocating overseas.

The Walgreens decision comes at a time when U.S. policy makers – the Obama Administration and the U.S. Congress – are exhibiting heightened concern about the amount of tax revenue that the U.S. government could lose as a result of corporate inversions.

According to the *Washington Post*, President Obama in July loudly questioned the patriotism of inverted companies, calling them "corporate deserters" who are abandoning their country "just to get out of paying their fair share of taxes. ... My attitude is, I don't care if it's legal. It's wrong."

Siding with the president were Democratic Sens. Elizabeth Warren (Massachusetts), Richard J. Durbin (Illinois) and Jack Reed (Rhode Island) who in early August urged Obama to utilize his executive power to "rein in or eradicate tax breaks associated with inversions.

The *Post* also reported that U.S. Treasury officials confirmed they are exploring their options for "administrative actions" that could block inversions or "meaningfully reduce" the associated tax benefits. They pointed out that any move by the Treasury Department would amount to a "partial fix," and added that "legislation is the only way to fully address inversions."

## Ex-Im Charter Extension Gets Bipartisan Backing

*Continued from Page 5*

to find a way forward on this. It would be a shame if we weren't able to renew this."

Sen. Lindsay Graham (R-South Carolina) is in favor of the reauthorization as well, saying, "I'm 100 percent for reauthorization for five years. I'm for straight-up reauthorization, and I don't mind reforms as long as they don't gut the program."

Graham also talked about how the Ex-Im Bank is a necessary component to keeping America competitive in the world marketplace. Other nations all have their respective equivalents of this program, he said.

Sen. Claire McCaskill (D-Missouri) has rallied support from companies in Missouri, urging them in a letter to send in stories of how funding from the Ex-Im Bank has helped businesses in the state compete on the global stage. In the letter, McCaskill said, "I strongly support the reauthorization of the Export-Import Bank to help the thousands of Missourians who benefit from the Export-Import Bank. This month, the Senate is expected to take up legislation to extend the authorization of the Export-Import Bank. Without similar action from the House of Representatives, the authorization for the Export-Import Bank will expire, and U.S. businesses will lose this valuable resource. We cannot let this happen."

Sen. Mary Landrieu (D-Louisiana) in early August also called on Congress to reauthorize the program. "Now is the time to provide certainty to American businesses looking to ship their

goods and services abroad by reauthorizing the Export-Import Bank," she said. "I call on all members of Congress from both parties to pass it as soon as possible."

In addition to the bill's supporters in Congress, 31 governors have also signed a letter urging senate leaders to pass the charter extension, with five more having written letters of their own. Several key business groups have also rallied behind the reauthorization bill, including the U.S. Chamber of Commerce, Business Roundtable and the National Association of Manufacturers.

Former New York Mayor Michael Bloomberg has voiced his support, saying, "This is not a political thing – this is something that every other country does. If we're going to be competitive, we have to do it."

Former president Bill Clinton has weighed in on the importance of the Ex-Im Bank, saying, "Economics is not theology. If you're running a country, you've got to try to create an opportunity for all of your businesses to be competitive. That's all the Ex-Im bank does, and I've heard more ridiculous things said about the Ex-Im bank in the last six months than I have in my adult life."

Earlier this year, SIU President Michael Sacco said in a letter to Congress, "The Export-Import Bank is a valued source for decent American jobs within the U.S.-flag merchant fleet. Cargo generated by Ex-Im Bank funding must be transported aboard U.S.-flag vessels. This means tens of thousands of jobs for American citizens throughout the country."

## Executive Order Aims to Protect Workers

Companies with a history of labor law violations such as wage-and-hour and workplace safety infractions will now have a more difficult time winning federal contracts as a result of The Fair Pay and Safe Workplaces Executive Order signed by President Barack Obama July 31.

The order potentially could impact U.S. mariners who work aboard government-contracted vessels operated by private maritime companies as well as those employed on vessels owned and operated by the U.S. Navy and other government agencies. However, according to the administration, the overwhelming majority of companies with federal contracts (in all industries) have no federal workplace violations in the past three years.

The labor movement applauded the order. According to the AFL-CIO (to which the SIU is affiliated), it requires bidding companies to disclose a three-year history of labor law violations. Politico, an Arlington, Virginia-based political journalism organization that distributes content via television, the Internet, newspaper and radio, noted that a 2010 U.S. Government Accountability Office report found that many of the companies incurring the largest fines for wage-and-hour or workplace safety violations went on to win new federal contracts. The order also forbids firms with more than \$1 million in contracts to force employees to arbitration instead of the courts for violation of federal laws banning discrimination based on race, sex, national origin or religion.

"We expect our tax dollars to be spent wisely on these contracts," said the president upon signing the executive action. "Our tax dollars shouldn't go to companies that violate workplace laws, they shouldn't go to companies that violate workers' rights."

The president pointed out that most companies "do the right thing," and added, "But some don't, and I don't want those who don't to be getting a competitive advantage over the folks who are doing the right thing."

AFL-CIO President Richard Trumka said that from raising wages to workplace protections, "President Obama is showing strong leadership where it's needed most. Today's executive order is a common-sense measure that will make our contracting system fairer," the federation president stated. "Preventing tax dollars from being funneled to chronic violators of workers' rights is good for workers, our economy and companies who play by the rules. When Congress shows the same leadership, all workers will be better off."

The Fair Pay and Safe Workplaces Executive Order will govern new federal procurement contracts valued at more than \$500,000, and will provide information on companies' compliance with federal labor laws for agencies. Administration officials expect the order to be implemented

on new contracts in stages, on a prioritized basis, during 2016. The Department of Labor estimates that there are roughly 24,000 businesses with federal contracts, employing about 28 million workers.

According to a White House fact sheet, the order means federal agencies will require prospective contractors to disclose labor law violations from the past three years before they can get a contract. The 14 covered federal statutes and equivalent state laws include those addressing wage-and-hour, safety and health, collective bargaining, family and medical leave, and civil rights protections. Agencies will also require contractors to collect similar information from many of their subcontractors.

Additionally, contracting officers will take into account only the most egregious violations, and each agency will designate a senior official as a Labor Compliance Advisor to provide consistent guidance on whether contractors' actions rise to the level of a lack of integrity or business ethics. This advisor will support individual contracting officers in reviewing disclosures and consult with the Department of Labor.

Recent history shows the new executive order is needed. In 2010, the Government Accountability Office issued a report finding that almost two-thirds of the 50 largest wage-and-hour violations and almost 40 percent of the 50 largest workplace health-and-safety penalties issued between 2005 and 2009 were at companies that went on to receive new government contracts. Last year, Senate Health, Education, Labor, and Pensions Committee Chairman Tom Harkin issued a report revealing that dozens of contractors with significant health, safety, and wage-and-hour violations were continuing to be awarded federal contracts. Another study detailed that 28 of the companies with the worst workplace violations from 2005 to 2009 subsequently received federal contracts, and a quarter of those companies eventually had significant performance problems as well – suggesting a strong relationship between contractors with a history of labor law violations and those that cannot deliver adequate performance for the taxpayer dollars they receive.

Nevertheless, the Department of Labor estimates that the vast majority of businesses with federal contracts have no federal workplace infractions in the past three years.

As the administration said in a fact sheet issued when the order was signed, "Contractors who invest in their workers' safety and maintain a fair and equitable workplace shouldn't have to compete with contractors who offer low-ball bids – based on savings from skirting the law – and then ultimately deliver poorer performance to taxpayers. The executive order builds on the existing procurement system, so it will be familiar to contractors and will fit into established contracting practices."

# House Hearing Reaffirms Crucial Need For Strong U.S.-Flag Sealift Capability

The deputy commander of the U.S. Transportation Command (USTRANSCOM) and the newly confirmed head of the U.S. Maritime Administration both voiced strong support for the U.S. Merchant Marine and the Maritime Security Program during a recent hearing on Capitol Hill.

On July 30, Maritime Administrator Chip Jaenichen, USTRANSCOM Deputy Commander Vice Adm. William Brown, and F. Scott Dilisio, director of the Navy's Strategic Mobility/Combat Logistics Division, testified before the House Subcommittee on Seapower and Projection Forces about the current state of U.S. sealift requirements and the challenges involved in maintaining an adequate-size support fleet. The subcommittee is part of the House Armed Services Committee.

The hearing was chaired by Rep. J. Randy Forbes (R-Virginia), and was very well-attended by other members of Congress. According to the official transcript, they included Rep. Duncan Hunter (R-California), Rep. Mike Coffman (R-Colorado), Rep. Scott Rigell (R-Virginia), Rep. Steven M. Palazzo (R-Mississippi), Rep. Rob Wittman (R-Virginia), Rep. Mike Conaway (R-Texas), Rep. Paul Cook (R-California), Rep. Kristi Noem (R-South Dakota), Rep. Jon Runyan (R-New Jersey), Rep. Bradley Byrne (R-Alabama), Rep. Howard "Buck" McKeon (R-California, Ex Officio), Rep. Mike McIntyre (D-North Carolina), Ranking Member Rep. Jim Langevin (D-Rhode Island), Rep. Rick Larsen (D-Washington), Rep. Joe Courtney (D-Connecticut), Rep. Hank Johnson (D-Georgia), Rep. Colleen Hanabusa (D-Hawaii), Rep. Derek Kilmer (D-Washington), Rep. Scott Peters (D-California), Rep. John Garamendi (D-California), and Rep. Adam Smith (D-Washington, Ex Officio). Having this many members attend a subcommittee hearing that was not related to a specific piece of legislation is very rare, and speaks well of the subcommittee's understanding of the importance of maritime issues.

The hearing focused on the current and future states of the vessels and crews available for sealift operations. Subcommittee members were focused on the ages and sizes of the ships themselves and the available number of mariners to be called upon in case of an emergency through the Maritime Security Program (MSP).

Brown opened his testimony by explaining the relationship between USTRANSCOM and the MSP ships. "TRANSCOM relies on both government-owned vessels and access to the commercial industry," he said. "Our government-owned fleet of 60 total assets from the Military Sealift Command and the surge fleet in the Maritime Administration's Ready Reserve Force are strategically positioned around the country and important to our capability. All of these government-owned and commercial vessels are critical to the Department of Defense's ability to surge to meet future global requirements. As the Department of Defense postures its forces in the future, sealift will continue to be a key component in ensuring strategic agility and dynamic presence for our nation's military forces."

Pointing out the importance of the MSP, Brown continued, "The Maritime Security Program provides access to a fleet of 60 military-useful commercial vessels operating in international commerce and exercising intermodal networks throughout the world. And these provide jobs for United States citizens who are mariners. A significant percentage of our required sealift capacity needed in response to a national emergency will come from the 60 vessels operating within the MSP program."

The admiral concluded his opening statements by speaking to a misconception about sealift's importance in peacetime.

"Some think that as we transition from Afghanistan, our requirement is reduced," he explained. "This is indeed not the case. Maintaining a responsive sealift capacity and experienced mariners to crew our ships in time of need is essential to meeting the nation's defense requirements. We are working with the Maritime Administration in its development of a national maritime strategy, which could grow the U.S.-flag fleet and ensure the availability and the ability of the U.S. Merchant Marine to meet our national security needs."

Jaenichen's opening statement made it clear what's most important to the operational capacity of U.S. sealift: U.S. Merchant Mariners. He also reiterated MARAD's support for a 60-ship Maritime Security Program that maximizes employment for American mariners.

"First of all, I'd like to just point out that the U.S. Merchant Marine –

both the vessels and the mariners – are a national asset," he said. "As we take a look at the ability to project forces globally, it requires a capable U.S. Merchant Marine, both from a standpoint of having vessels that can do it and the mariners that are able to be there. And so, we need to have that capacity."

He continued, "Government-owned sealift force requirements have a direct and significant nexus to the commercial U.S.-flag maritime industry and provides the ready pool of proficient and qualified mariners. Given that the two are linked, DOD and the Maritime Administration must now assess the impact of a loss of these vessels on our sealift capacity and the availability to support national security."

Jaenichen pointed out that although American mariners are known for their reliability, the amount of training required of the modern-day seafarer shouldn't be overlooked.

"The ships themselves are important but the mariners themselves are probably just as important because I can't necessarily make a mariner," he said. "It takes 10 years to get a mariner trained and experienced and licensed to be a master on one of these vessels or a chief engineer. I can't turn the faucet and just say, 'OK, I ramp up' and suddenly, they're there."

"We need cargo to have ships. I need ships to have mariners. The mariners are probably one of the most important complements of that and it's not easy to ramp those up," he concluded.

Chairman Forbes echoed Jaenichen's words, saying, "The main thing is that this myth that this is a faucet that we can turn on and turn off is just not accurate, because as the ships get reduced, our industrial base to repair the ships also gets reduced. And, Mr. Jaenichen, as you pointed out, then our workforce suffers."

Rep. Duncan Hunter used his time to thank Forbes for calling the hearing.

"I want to thank the chairman for doing this," Hunter said. "I think is one of the most important things that we do here. And we're facing a time in Congress right now, where people don't understand why you have cargo preference. Ex-Im Bank goes away, that's cargo preference. These numbers are going to drop, and this is how America goes to war. When America has to go to war, it uses these ships – every single time."



Arthur Petitpas

## ITF Inspector Petitpas Passes Away at Age 67

The maritime community is mourning the loss of Arthur Petitpas, a longtime inspector with the International Transport Workers' Federation (ITF) who died July 20 at age 67.

A resident of Rosedale, Maryland, Petitpas had been battling cancer, though his cause of death officially was listed as a heart attack. Despite having been in and out of the hospital, he worked nearly until his final days and was based at the SIU hall in Baltimore.

"He was always looking to help seafarers in need," recalled SIU Secretary-Treasurer David Heindel, who chairs the ITF Seafarers' Section. "He was a genuine guy who never had a bad word to say about anybody. He was a seafarer's seafarer. He did whatever needed to be done, did it well and never was interested in grabbing the limelight."

ITF General Secretary Steve Cotton remembered Petitpas as "a tireless worker who defended seafarers' rights and constantly protected them from unfair treatment and harassment. Many seafarers owe Arthur a debt of gratitude for protecting them."

A U.S. Marine Corp veteran and native of Cambridge, Massachusetts, Petitpas, like many other ITF inspectors, had a specific union affiliation in addition to working for the federation. He worked for the old National Maritime Union in Savannah, Georgia, beginning in 1998 – three years before the NMU merged into the SIU.

Following the merger, SIU Port Agent Elizabeth Brown worked with Petitpas when he moved to the Baltimore area.

"He was such an awesome man," Brown stated. "He would give you the shirt off his back. He was part of our family and will be missed."

ITF Coordinator Ricky Esopa knew Petitpas for 30 years.

"What I would like to say most is that Arthur had a tremendous heart when it came to defending seafarers' rights and would do whatever it took to get that done," Esopa said. "He was a great colleague to all of us. I also consider him a true friend that I could always count on."

In a remembrance that Esopa wrote for the ITF, he noted that although illness had sapped Petitpas' energy for the past year and a half, he didn't let it stop him from standing up for mariners.

"He loved his job as an ITF inspector and always told family and friends that he had the best job in the world," Esopa wrote. "There are thousands of seafarers that owe him a great debt for his service."

Rita Guigli, Petitpas' sister, described Arthur as "a great guy with a big heart. We were very close. He'd do anything for anybody. He loved his job and he was good to his family.... I especially also want to say a big thank you to everyone for the cards and flowers and kind words. They were very much appreciated."

Petitpas was preceded in death by his wife, Penny; his cremains were scheduled to be buried with hers in a family grave in Massachusetts. He also was preceded in death by a brother, while survivors include two sisters.

## U.S.-Flag Vessels Rise to the Challenge

# Iron Ore Cargoes Increase on Great Lakes

U.S.-flag Great Lakes freighters (lakers), most of them carrying SIU crews, moved more than 11.3 million tons of cargo in July, their highest monthly total in two years, according to the Lake Carriers' Association (LCA). The industry's July total also represented increases of 8.6 percent compared to June and 10.2 percent compared to a year ago, the association reported.

In a brief report issued in mid-August, the LCA (which represents 17 companies that operate 57 U.S.-flag vessels) noted iron ore transported for steel production totaled 5.3 million tons the previous month, an increase of nearly 15 percent compared to a

year ago.

"Higher water levels did allow for some cargoes to approach 70,000 tons, but even so, the vessels were still less than full," the association said. "With 18 million cubic yards of sediment clogging ports and waterways, only dredging will fully restore the Great Lakes Navigation System."

Coal cargoes totaled 2.1 million tons, a slight increase compared to a year ago. Loadings on Lake Superior were virtually unchanged from a year ago. Shipments from Lake Erie ports soared 65 percent, but loadings on Lake Michigan fell 50 percent.

Shipments of limestone reached their highest level in two years, 3.4

million tons, an increase of more than 10 percent compared to a year ago.

Year-to-date through July, U.S.-flag cargo movement on the Great Lakes stood at 38.4 million tons, a decrease of 10.8 percent compared to a year ago.

"Even though 55 U.S.-flag lakers were in service in July, an increase of five hulls compared to a year ago, the fleet has yet to overcome the thousands of hours lost to heavy ice formations in March and April," the LCA pointed out. "Iron ore cargoes are down by 14 percent. Coal trails last year by 5.8 percent. Loadings of limestone are 8.7 percent off last year's pace."

# Retiree 'Speedy' Landry Recalls WWII Voyages

## Former NMU Member Felt a Patriotic Duty to Participate in U.S. War Effort

Nearly 70 years have passed since Simon Landry completed his last voyage as a merchant mariner, but his memories of serving in World War II remain largely clear and unquestionably enlightening.

Landry, who goes by the nickname Speedy, was a senior in high school when the Japanese bombed Pearl Harbor. Though quite eager to join the war effort – “I was raring to go,” he recalls – he also was too young to join the military.

His thoughts turned to the U.S. Merchant Marine, but Landry had another consideration that briefly delayed his entry.

“I had to wait until I was 18 because I didn’t want my parents signing me in,” he says. “If something happened to me, I didn’t want them to feel guilty.”

After a short stint working in a Louisiana shipyard, Landry – who turned 89 last month – headed to St. Petersburg, Florida, in the summer of 1942 for his mariner training. It marked the start of four years of sailing, during which time he belonged to the National Maritime Union (NMU), which would merge into the SIU decades later.

Age hasn’t hampered Landry’s ability to rattle off details of his more interesting voyages, and he also hasn’t lost sight of the big picture involving the U.S. Merchant Marine (USMM) of World War II. The mariners’ heroic seafaring effort proved crucial to winning the war, and it earned them veterans’ status.

Despite what many have termed an unforgivable delay in officially recognizing World War II mariners as veterans, no one could question their sacrifice. Approximately 7,000 U.S. mariners died in the war (including more than 1,200 SIU members), and the USMM sustained a casualty rate second to only the U.S. Marine Corps.

Asked what stands out to him the most about that era, Landry points to what maritime historians readily acknowledge as a turning point – one that may leave young mariners of today incredulous. Specifically, U.S. shipyards essentially started producing vessels faster than the enemy could sink them.

“When we started building the merchant marine up with the Liberty ships, that’s when the Germans were sinking one, two, three, four a day,” Landry says. “Those ships did a terrific job carrying cargo to where it was needed.”

“Overall, the experience satisfied me. I think for the mariners at that time, there was a lot of patriotism.”

### Challenges at Sea

A lifelong Louisiana resident (he was born in Houma and now resides in Belle Chase), Landry primarily sailed in the

engine department, though he took a few turns in the steward department, too. He’s an upbeat person and a man of faith, but he says with a chuckle that he mainly remembers the ships he “had trouble with.”

One such vessel was carrying 500-pound bombs and various U.S. Army trucks along the East Coast when it ran into a hurricane near Cape Hatteras, North Carolina.

“I boarded the ship in Braithwaite, Louisiana,” he remembers. “We went down the Mississippi and swung around and were going to New York. We were doing okay but the rudder got jammed. When we were in the trough of the waves, it was rocking the ship so bad....”

“We thought the cargo was going to break through the hull,” he continues. “Some volunteers went across the deck to the rudder room. They found out the Navy crew – we had a three-inch gun on the stern and a Navy crew to operate it – had stuffed their life vests around the rail in the room. The room got flooded, the life jackets started floating around, and they got into the gears. Anyway, the guys dug the life jackets out and the rudder operated normally then.”

On a voyage that was supposed to go from Baltimore to the Persian Gulf, Landry’s vessel got hit by another ship shortly after departure, a few miles from shore. They took on water but made it back to the port.

A few days after the D-Day invasion, in 1944, Landry was on another memorable mission – although this one, thankfully, didn’t involve collisions or hurricanes.

“When D-Day happened, we got the radio call that they were invading Normandy,” he says. “We were in the middle of the ocean, two days out from England, carrying stuff for the troops. We got there and tied up to wait for orders. When we left the port, we were crossing the English Channel in the middle of the night – no lights, no noise.”

They docked in Le Havre, France, and were warned not to go ashore alone.

“There was a fort up on the mountain right behind us,” Landry says. “Our troops had gone around it rather than trying to take it out.... I went ashore but I didn’t go far from the ship. I didn’t want any German blowing my brains out.”

He and his shipmates had no contact with any Germans during that stop, though Landry recalls local families “sending their children out at noontime to barrooms to get red wine. You’d see them carrying a pitcher of red wine back to the house.”

Landry’s vessels included the *William Ford Nichols*, *James W. Cannon*, *Crown*

*Reefer*, *William Mulholland*, and *Nathaniel Currier*. He sailed for companies including Lykes Brothers, Mystic Steamship, and American-West African Line.

### After the War

Landry came ashore after the war and enjoyed a long career at a Chevron plant, where he also was a union member for a while. He was a shift supervisor when he retired in 1979.

Although his wife passed away in 2003, Landry has no shortage of family members. He has four children, 13 grandkids and 14 great grandchildren.

Active in his church and in the Knights of Columbus, Landry still lives in the cinderblock house he built by hand in 1964. He exercises at a local YMCA and good-naturedly describes his health as “pretty fair” before mentioning some ailments that often prove inevitable with age.

Recertified Bosun **John Cain** attends the same church as Landry and describes him as “a terrific person and a credit to the heritage of the U.S. Merchant Marine of World War II. Speedy is what you’d call a salt-of-the-earth guy and a pleasure to be around,” Cain says.

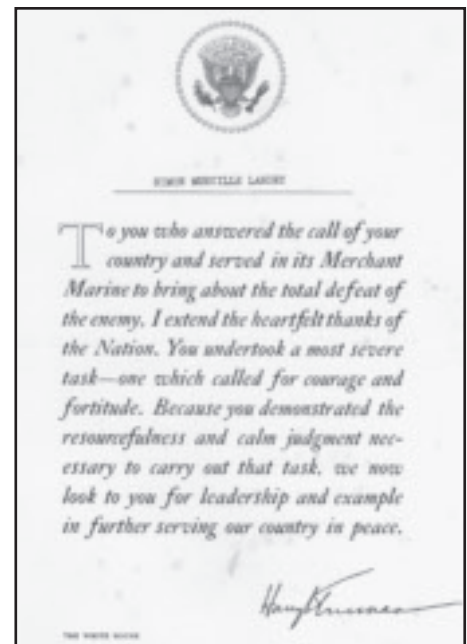
Cain adds, “When I learned about Speedy’s background, I thought it was very important that he be recognized in the *Seafarers LOG*, and that’s why I put him in touch with the *LOG* office. His story, and the story of our U.S. Merchant Marine of World War II, remains very important, and I also know the *LOG* staff is always very interested in mariners from that era.”

Although he only keeps loose tabs on the maritime industry these days, Landry knows enough about it to offer these words of advice to anyone thinking about joining: “I would tell them it’s a fine place to work and to me it was very good. Each person has to make their own decisions, but I’d tell them there’s nothing wrong with joining up with the union. They’ll keep you in a job, find the ships that need the men crews send you to them.”

A message from President Harry Truman (graphic at right) underscores the vital contribution of the U.S. Merchant Marine in World War II.



Speedy Landry (left in photo above) is pictured Aug. 20 at the SIU hall in New Orleans, with Port Agent Chris Westbrook (center) and Recertified Bosun John Cain. He’s holding a certificate the union gave him in recognition of service as a mariner in World War II.



Landry usually sailed in the engine department but also made some voyages in the steward department, as reflected by this discharge from 1944.

In addition to keeping some paperwork from his sailing days, Landry also hung onto this letter from 1988 – the year WWII mariners finally received veterans’ status.



## Cape Ray Successfully Completes Mission

Wrapping up safely and ahead of schedule, the SIU-crewed *Cape Ray* on Aug. 18 completed the task of eliminating Syria's declared weapons stockpile, a process which began in early July. Along with more than 60 chemical weapons specialists from the U.S. Army, security personnel and representatives from the U.S. European Command, the crew of 36 helped dispose of 600-plus tons of methylphosphonyl difluoride (DF), a sarin precursor, as well as sulfur mustard (HD). It is believed to have been the first time chemical weapons were neutralized at sea.

The effort of the mariners and others aboard the Keystone-operated ship generated praise from President Barack Obama.

"Today we mark an important achievement in our ongoing effort to counter the spread of weapons of mass destruction by eliminating Syria's declared chemical weapons stockpile," the president said in a written statement issued Aug. 18. "The most lethal declared chemical weapons possessed by the Syrian regime were destroyed by dedicated U.S. civilian and military professionals using a unique American capability aboard the *M/V Cape Ray* – and they did so aboard that U.S. vessel several weeks ahead of schedule."

Secretary of Defense Chuck Hagel also conveyed his congratulations to the crew. According to a Pentagon news release also posted on Aug. 18, Hagel "called Navy Captain Rich Dromerhauser aboard the *M/V Cape Ray* to congratulate the ship's crew on finishing their unprecedented work of neutralizing, at sea, the most dangerous chemicals in Syria's declared stockpile. The secretary said that by ridding the world of these materials, they – as part of an ongoing international effort to eliminate the Syrian chemical weapons arsenal – have helped make an important and enduring contribution to global security."

The statement continued, "Secretary



SIU members AB Walter Ott (left) and AB William Lima check a fire hose aboard the *Cape Ray* to prepare for helicopter operations in the Mediterranean Sea on July 17. (U.S. Navy photo by Seaman Desmond Parks)

Hagel expressed his gratitude for the crew's service, dedication, and expertise, noting that with the world watching, they performed flawlessly every step of the way – despite a very long deployment, and a complex operation that required careful coordination with our international partners. The secretary commended the crew for conducting every aspect of the mission in a highly professional manner, with strict adherence to safety and with no impact to the surrounding environment, and said that they should all be very proud of what they've accomplished to help reduce the threat posed by chemical weapons."

Additionally, Maritime Administrator Chip Jaenichen offered his praise of the crew. "The Maritime Administration

(MARAD) is proud to support the international effort to destroy Syrian chemical weapons and agents by providing the *M/V Cape Ray* and its all-volunteer U.S. Merchant Marine crew to support this critical mission," Jaenichen said. "One of MARAD's 46 Ready Reserve Force (RRF) ships that stand ready to provide rapid movement of equipment and supplies during times of national and humanitarian emergencies, this vessel and its crew illustrate the important contribution our RRF ships and mariners make in supporting U.S. national and economic security." At press time, the vessel was travelling to Finland and Germany to unload the resulting effluent, which will undergo treatment as industrial waste to render it safer, a Pentagon spokeswoman said.

## TWIC Tweak Offers Direct Mailing Option

Spurred by a bipartisan Congressional effort that the SIU strongly supported, the Transportation Security Administration (TSA) early last month began nationwide implementation of an eagerly anticipated program that reforms the process for acquiring a Transportation Worker Identification Credential (TWIC).

The "OneVisit" program eliminates the need for mariners and other transportation workers to make two trips to a TWIC enrollment center to apply for and then activate their credential. Through the new program, an applicant may apply for a TWIC at an enrollment center and choose to receive the credential by mail.

According to the TSA, "This applies to new or renewed enrollment cards, Extended Expiration Date (EED) TWICs, or replacements for lost, stolen, or damaged cards. If you choose to receive your card by mail you will only be required to make one visit to an enrollment center to complete the enrollment process. When you receive your card it will be activated and ready to use. A mailer with the card's preset Personal Identification Number (PIN) will be sent to you separately. You may also choose to pick up your card at an enrollment center."

Original cosponsors of the legislation that led to establishment of the OneVisit program and key committee leaders who played vital roles in advancing it through Congress included Reps. Steve Scalise (R-Louisiana), Elijah Cummings (D-Maryland), Peter King (R-New York), Candice Miller (R-Michigan), Cedric Richmond (D-Louisiana), Bennie Thompson (D-Mississippi) and Don Young (R-Alaska) in the House of Representatives; and, in the Senate, Sens. Kelly Ayotte (R-New Hampshire), Mark Begich (D-Alaska), Marco Rubio (R-Florida), and David Vitter (R-Louisiana).

For more information on the new program, visit the TSA's TWIC home page at [www.tsa.gov/twic](http://www.tsa.gov/twic)

## SIU Crews Come to the Rescue, Twice

Two Seafarers-crewed ships 8,400 miles apart recently rescued 12 individuals from disabled vessels, and a third SIU-crewed ship assisted in the aftermath of one of the operations.

Members of the SIU Government Services Division aboard the *USNS Richard E. Byrd* on July 28 rescued nine mariners whose Yemeni-flagged cargo ship (the *Al Saed-I*) had lost power and was adrift in the Gulf of Oman. With the *Al Saed-I* taking on water, the foreign mariners abandoned ship and embarked in a life raft – but not before sending a call for help.

The *Byrd* was the first ship to respond to the distress signal, and rescued the Yemeni sailors around 9 a.m. local time. They were subsequently evaluated by the *Byrd*'s medical staff, and no injuries were reported.

One of the *Byrd*'s sister ships, the Seafarers-crewed *USNS Amelia Earhart*, then picked up the *Al Saed-I* crew and transported them back to Yemen.

Vice Adm. John W. Miller, commander of the U.S. Navy's Fifth Fleet, commended the crew for their actions in the rescue.

"Well done to the crew of *USNS*

*Richard E. Byrd* for expertly rendering assistance to *MV Al Saed-I*," said Miller. "Your efforts exemplify the U.S. Navy's commitment to the safety of all mariners. You can be justifiably proud of your efforts and teamwork."

Less than two weeks later, the Seafarers-crewed Matson ship *MV Manukai* saved three people from a sailboat that had been caught in Hurricane Julio, off the coast of Hawaii.

On Aug. 10, the sailboat *Walkabout* sent a distress call that was detected by the International Emergency Response Coordination Center in Texas, who notified the Joint Rescue Coordination Center in Honolulu. When the distress call came in, winds were averaging more than 100 mph, and the boat's bilge pump was unable to keep up with the flooding through a missing hatch.

After an aircraft from the National Hurricane Center established radio communications and confirmed the distress call, a Coast Guard helicopter was dispatched to deliver a lifeboat and equipment for combatting the flooding. Due to the weather conditions, the crew of the *Walkabout* couldn't reach the supplies.

As a second helicopter was dispatched, the *Manukai* was diverted to assist the drifting boat. The Seafarers-crewed vessel pulled the three sailors to safety following their ordeal. Rescued were 61-year-old Ben Nealy, 22-year-old Lee Nealy, and 22-year-old Mike Vanway, who had sailed from California. (The *Walkabout*, dismantled in the hurricane, remained drifting.)

The SIU represents steward depart-

ment mariners on Matson vessels. Seafarers aboard the *Manukai* during the rescue included Recertified Steward **Karen Fensel**, Chief Cook **Freddie Castro**, and ACU **Ricky Williams**.

Fensel said the *Manukai* was approximately 250 miles away when it was notified about the sailboat. When the vessel arrived on the scene the next day, "the seas were too rough and we couldn't get to the people on the sailboat," she recalled. "The next morning, they kind of blew into us. We got them to the pilot's ladder and they were each able to jump

from the boat to the ladder. We brought them in and took them to Long Beach (California)."

Fensel said the crew did a great job performing the rescue, and the boaters were predictably grateful.

"Fortunately, we've all been trained," stated Fensel, a frequent upgrader at the SIU-affiliated Paul Hall Center who joined the SIU in 1987. "The people were definitely happy to be on board. It had been pretty harrowing for them. But we fed them and put some clean clothes on them."



The doomed sailboat *Walkabout* is pictured from an aircraft assisting with the rescue. (Photo courtesy U.S. Coast Guard)



**SEAFARERS MEET CONGRESSMAN** – SIU members Felicia Lampasas (left) and Deborah Artis (right) greet U.S. Rep. Stephen Lynch (D-Massachusetts) aboard the AMSEA-operated *USNS Fisher* at a Boston shipyard in late July. Congressman Lynch is a former member and official of the Iron Workers Union. He was first sworn in as a member of Congress in 2001.



**LABOR SECRETARY VISITS ALASKA** – U.S. Secretary of Labor Thomas Perez (center) spoke at a pro-worker gathering July 21 in Anchorage, Alaska. He is pictured at the event with SIU Port Agent Tracey Mayhew (left) and QMED Montree Nakwichet.



**AT THE HOUSTON HALL** – Pictured above are SIU VP Gulf Coast Dean Corgy (right) and Chief Cook Melany Gonzalez, who picked up her full book at the August membership meeting. The photo immediately below features AB John Cedeno Jr. (foreground) and Port Agent Mike Russo.

## *At Sea & Ashore* *With the SIU # 1*



**CELEBRATING SAFETY** – Seafarers at Crowley's Petty's Island facility earlier this year celebrated another safety milestone: 1,000 straight days without a lost-time accident. Members and company personnel are pictured at the terminal, located along the Delaware River between Pennsylvania and New Jersey. SIU members at Petty's Island work with roll-on/roll-off ships and perform mechanical work on barges.



**WITH SEAFARERS IN SAN JUAN** – From left, Bosun Frank Sanchez (left) picks up his first pension check from Port Agent Amancio Crespo. The remaining photos all show Seafarers receiving their respective A-seniority books from the port agent: Bosun John Telles, Bosun Victor Cortes and AB Pedro Rivera.



**B-BOOK IN TACOMA** – AB Timothy Hess (right) received his full B-seniority book during the July membership meeting in Tacoma, Washington. Congratulating him on the milestone is SIU VP West Coast Nick Marrone.



**KUDOS TO CHIEF COOK** – Chief Cook Carmelo Calderon, pictured aboard the Ocean Ships-operated *USNS Gianella*, recently received a salute from vessel master Capt. Steven S. Barclay. The captain described Calderon as "a valuable part of the steward department and an integral part of the morale of the crew... Mr. Calderon not only serves outstanding meals, but his galley is also spotless..."



**ABOARD USNS HENSON** – Determined-looking Seafarers are pictured following an early August union meeting aboard the Maersk-operated *USNS Henson*. From left: AB David Arcilla, GVA June Milo, AB Algernon Reed, Chief Cook Larry Bachelor, GVA Francisco Ocado, OS Christopher Torres. Thanks to MDR Brandon Maeda for the pic.

## At Sea & Ashore With the SIU # 2



**AROUND THE PORT OF HONOLULU** – In photo at left, members of the union's Government Services Division gather aboard the research support ship *Hi'ialakai*. Pictured from left are AB Ryan Harris, GVA Frank Poloniak, EU Mike Wallace and SST Tonya Watson. The large group photo at right shows Seafarers and local students following a maritime career discussion. Pictured from left to right in the photo in the center are ACU David Hilario and Chief Cook Jamar Henderson aboard Matson's *Mahimahi*.



**FULL BOOKS IN LAUDERDALE** – Two Seafarers recently picked up their full membership books, respectively, at the union hall in Ft. Lauderdale, Florida. They are Boatman Eddy Vitale (right in photo at left, with Port Agent Kris Hopkins) and AB James Dillon (left in the photo at right, also with Hopkins).

**ABOARD HORIZON TRADER** – Pictured aboard the *Horizon Trader* during a recent stop in Puerto Rico are (above, from left) EUs Gus Brown and Lazaro Rivera Rodriguez, and (photo below) OMU Nicole Stephenson, Port Agent Amancio Crespo and Bosun Isaac Vega Mercado. The Horizon Lines ship recently assisted people on a disabled fishing boat near Ocean City, Maryland.



**MEETING IN MARYLAND** – SIU Government Services Division Representatives Sam Spain (left) and Kate Hunt (third from right) participated in a U.S. Army Corps of Engineers (USACE) Labor-Management forum July 23 in Linthicum, Maryland. Also pictured are (starting second from left) Jerry Gompers, Michael Ott and Diane Bentz of the USACE, MEBA Representative Tracy Burke and MM&P Representative Randi Ciszewski.

**LEANING OVERSEAS** – AB David Bernstein shows off his lunch and his sense of humor during a recent stop in Italy. Along with forwarding the photo, he sent his compliments to the contracts department for a job well done on the agreements with Crowley Maritime (Bernstein was part of the *MV Resolve* crew when the photo was taken).



**CIVMARS IN JERSEY** – Members of the SIU Government Services Division are pictured in late July aboard the *USNS McLean* at Navy Weapons Station Earle (New Jersey). The *McLean* is a government-owned dry cargo/ammunition ship.

# Seven Bosuns Complete Recertification in Piney Point

## Seafarers Echo Common Theme Regarding Career Opportunities

The most recent class of bosuns who returned to the Paul Hall Center for Maritime Training and Education for recertification shared plenty in common with previous classes. As they approached the podium to say a few words about their experiences with the recertification process Aug. 4, some of the bosuns no doubt felt a similar public-speaking trepidation that previous classes felt on that very spot. Nevertheless, the upgraders delivered inspiring speeches to the SIU officials, members and apprentices in attendance at the membership meeting in Piney Point, Maryland.

This class of seven Seafarers said they bonded as brothers while at Piney Point. While they learned important information from their instructors to take back to their fellow mariners at sea, they also learned from each other. They are **Allan Oyao, Greg Jackson, Jose F. Castillo, Laurentis Colbert, Robert Arneel, Sanjay Gupta and Victor Cooper.**

Throughout their three-week course schedule, the upgraders covered many topics, including safety training, international maritime conventions, conflict resolution, sexual harassment, Vessel Personnel with Designated Security Duties (VPDSD), union education, speechwriting and communication skills, and more. Some of these topics were refresher courses, but some of the information was new to the upgraders.

The course itself is considered the top deck-department curriculum available to students in Piney Point.

While each graduation speech was personal and heartfelt, there

were a few common themes throughout the meeting. Thoughts of financial stability, providing for one's family, and self-improvement were all present in the minds of the upgraders. The bosuns were all grateful to the SIU, and the Paul Hall Center staff and instructors, for providing them with these opportunities.

### Meet the New Recertified Bosuns

#### Victor Cooper

First to speak was Brother Cooper, who joined the SIU in 1995. He first sailed out of Fort Lauderdale, Florida, and still calls Fort Lauderdale his home port.

Cooper said, "The bosun recertification class provided me with a lot of information about how the union operates, as well as training to help me become a better leader. With this knowledge, I am better prepared to answer any questions that my fellow brothers or sisters might have."

He continued, "The knowledge I gained during my recertification will help me become a better communicator. Being bilingual, it's important to learn how to effectively communicate with a crew [including] different nationalities."

Next, he spoke about what being a member of the SIU had done for him. After many years of service, and investing his money wisely, Cooper said, "Today, I own my house. It's paid for, thanks to the SIU."

Cooper urged all SIU members to back the Seafarers Political Activity Donation (SPAD), a vol-

untary fund. He said the course reinforced the absolute necessity of the SIU remaining politically active to protect members' jobs and keep the industry viable.

Finally, addressing the apprentices at the meeting, he said, "You're in the best program in the country. You have a bright future. Ask questions, and be helpful."

#### Robert Arneel

Next up to the microphone was Brother Arneel, who was celebrating his birthday. Originally sailing out of Jacksonville, Florida, Arneel still calls that area home.

He spoke about all he had learned while working towards his recertification.

"I was pleasantly surprised by the amount of one-on-one instruction here at Piney Point. I've learned a lot, and I'm very grateful to the staff and the SIU for giving me this opportunity," he noted.

He continued, "I've learned a great deal about the importance of SPAD, as well as the vacation, health and pension plans. Without SPAD, we wouldn't be here. I will take this knowledge back to the ship with me, and be better prepared to answer questions from my brothers and sisters."

A familiar face at the Paul Hall Center, Arneel has upgraded two other times since joining in 1991. He spoke about his experiences at the school, saying, "I've upgraded here at Piney Point a few times. Every time I come back, I'm amazed by all of the upgrades around the school grounds. And those new additions are well-utilized by upgraders like me and apprentices alike."

He added, "The years I've spent as an SIU member have really changed my life. My home is paid for, my car is paid for, there's food on my table and I've been able to save as well. All thanks to the SIU, and I'm humbled and grateful to be a member," he said.

Turning toward the apprentices, he concluded, "Don't miss the ship, stay calm, and be safe. Ask questions, and keep your eyes and ears open."

#### Allan Oyao

Brother Oyao, hailing from the port of Anchorage, Alaska, approached the podium next. An SIU mariner since 1998, Oyao spoke of his experience at Piney Point.

"I learned a lot of very important information on a variety of topics, including the pension and vacation plans. I will take this information back to my shipmates. Overall, I'm very happy with my experience at Piney Point. I had a lot of fun, learned a lot, and enjoyed some very good food," he said.

Oyao continued, "My life as a Seafarer started in 1998 when I was sailing as a deckhand on board SIU-contracted vessels plying the Alaska and mainland West Coast ports. I embraced seafaring in search of a better life and future for my family, as well as the adventure of travelling around the world. I have realized that the SIU has played many important roles in my life. It's a great organization that works for the members' job security. Having the financial stability of steady work means I can provide for my family and get my children a quality education. Had it not been for the SIU, I would not be standing here today. The SIU afforded me the opportunity to better myself through the various training and upgrading courses here at the Paul Hall Center, and I am now proud to have achieved this bosun recertification."

He then addressed the apprentices who were in attendance.

"To the trainees: I consider you a core component to the future of the SIU. Study hard, listen to your instructors, and remember, safety is always first. There is no limit to how successful you can be in this industry if you work hard."

Jose F. Castillo

Brother Castillo, who joined the union in 1994 in Hawaii, expressed his gratitude for the knowledge he gained while at the Paul Hall Center.

"The instructors were all very informative, and I will take the knowledge I gained back to sea with me to educate my brothers and sisters. I believe that the in-

formation I gained will help me become a better leader," Castillo said.

Castillo, who now ships from Houston, also thanked the SIU's officials for working to protect members' job security while boosting the U.S.-flag maritime industry as a whole.

He continued with some words of advice to the apprentices in the auditorium.

"To my young brothers and sisters: Don't give up. Learn from your instructors, and learn how to work with your classmates. When you get to sea, don't be afraid to ask questions. Work hard, and carry your load. And don't forget to support SPAD; it's very important to support our union's efforts."

#### Sanjay Gupta

Brother Gupta, who has no relation to the famous medical doctor and TV personality, took the stage next. Gupta joined the SIU in 1991 in New York, though he now sails out of Tacoma, Washington. He first talked about what he had learned during his three-week stay.

"The recertification class has helped me become more knowledgeable about the SIU and its programs, including information about the pension plan and SPAD. With this new information, I can better answer questions about the union that my brothers and sisters might ask," he said.

He then addressed the apprentices, imparting some wisdom he has gathered over his maritime career. "To the trainees: You are the future of the SIU. Study hard, learn from your instructors, be sure to ask questions, and be sure to donate to SPAD."

Lastly, he spoke on all that he had accomplished, thanks to the SIU.

"Because of the union, I make good money and am able to support my family. I am proud to be a part of the most powerful union in America."

#### Laurentis Colbert

Following up that speech was Brother Colbert. Sailing out of



At the conclusion of the membership meeting, union officials joined the recertified bosuns and their family members who were present for this photo. Pictured from left to right are VP Contracts George Tricker, Bernadette Colbert (wife of Recertified Bosun Laurentis Colbert), VP Atlantic Coast Joseph Soresi, Recertified Bosun Robert Arneel, Executive VP Augie Tellez, Recertified Bosun Greg Jackson, Recertified Bosun Allan Oyao, Recertified Bosun Jose Castillo, Recertified Bosun Victor Cooper, Asst. VP Ambrose Cucinotta, Recertified Bosun Laurentis Colbert, Recertified Bosun Sanjay Gupta, Secretary-Treasurer David Heindel and Port of Baltimore Patrolman Chelsea Heindel.

Norfolk, Virginia, Colbert was grateful for all that he learned while upgrading at the Paul Hall Center.

"I couldn't have been in a better class," he began. "We care about our union... I learned that the SIU is one big machine that requires each and every one of us to do our part. United we stand, divided we fall. We are all together as one, and I'm thankful to be a part of this great union."

"That's why it's important to contribute to SPAD, to ensure our job security. Be a union man, in mind and in soul."

He continued, "My experience

at Piney Point was outstanding. The school has grown so much! It is to your benefit to come to the Paul Hall Center for the advancement of your career, as well as your financial stability."

#### Greg Jackson

Brother Jackson, a friend of the *Seafarers LOG*, was the last to address the audience. Jackson, who joined the SIU in 1980, spoke about what he learned during his trip to the Paul Hall Center.

"I have gained a lot for knowledge on how our union works and all the different people it takes to make this union great.

This was my fourth time here at the Paul Hall Center, but this time I had the good fortune to be in a great recertifying class of bosuns. That made this one of my most memorable trips to the school," he said.

Originally shipping from Mobile, Alabama, but now sailing from the Port of Baltimore, he spoke about his long history with the union, as well as being an SIU legacy.

"I was a trainee at Piney Point in 1980, and from there I started my deep sea career. I am proud to say I am an SIU member, like my father and grandfather before me. The SIU has been there for me in good

times and in bad, and I am very grateful to be a part of this union."

He added, "This has been a great journey for me, being a merchant seaman. I have seen places most people will not get the chance to visit, I've circled the globe several times in my life, and I've been to many ports of call, all thanks to the SIU. Our union has so much to offer, and I am proud to say that I am a member of the Seafarers International Union."

He told the apprentices, "The sky is the limit for you. Stay informed, upgrade, and listen to your brothers and sisters aboard ship."



As part of their curriculum, the bosuns underwent fire fighter refresher training at the Joseph Sacco Fire Fighting and Safety School.



Recertified Bosun Victor Cooper



Recertified Bosun Robert Arneel



Recertified Bosun Allan Oyao



Recertified Bosun Jose Castillo



Recertified Bosun Sanjay Gupta



Recertified Bosun Laurentis Colbert



Recertified Bosun Greg Jackson



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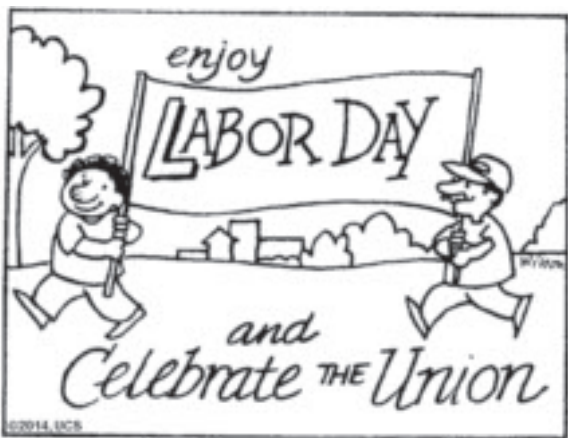
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## September & October 2014 Membership Meetings

Piney Point.....	Monday: September 8, October 6
Algonac.....	Friday: September 12, October 10
Baltimore.....	Thursday: September 11, October 9
Guam.....	Thursday: September 25, October 23
Honolulu.....	Friday: September 19, October 17
Houston.....	Monday: September 15, *Tuesday: October 14
Jacksonville.....	Thursday: September 11, October 9
Joliet.....	Thursday: September 18, October 16
Mobile.....	Wednesday: September 17, October 15
New Orleans.....	Tuesday: September 16, October 14
Jersey City.....	Tuesday: September 9, October 7
Norfolk.....	Thursday: September 11, October 9
Oakland.....	Thursday: September 18, October 16
Philadelphia.....	Wednesday: September 10, October 8
Port Everglades.....	Thursday: September 18, October 16
San Juan.....	Thursday: September 11, October 9
St. Louis.....	Friday: September 19, October 17
Tacoma.....	Friday: September 26, October 24
Wilmington.....	Monday: September 22, October 20

\* Houston change created by Columbus Day holiday

Each port's meeting starts at 10:30 a.m.



## Dispatchers' Report for Deep Sea

July 16, 2014 - August 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	15	14	1	18	9	0	3	24	21	2
Anchorage	1	1	0	0	0	0	0	3	5	0
Baltimore	8	4	2	7	0	0	2	9	6	2
Fort Lauderdale	15	12	4	14	6	3	2	27	19	4
Guam	2	2	0	1	2	0	0	5	3	0
Harvey	15	3	0	17	0	0	4	21	4	0
Honolulu	8	5	2	6	2	1	3	20	8	2
Houston	57	10	1	43	8	1	13	88	21	5
Jacksonville	40	28	3	35	21	3	20	68	34	7
Jersey City	48	18	1	39	11	1	19	86	32	1
Joliet	7	2	1	5	4	0	3	10	3	2
Mobile	9	4	0	7	4	0	4	15	4	1
Norfolk	23	15	5	21	16	3	13	31	31	3
Oakland	18	7	0	19	6	0	4	41	11	1
Philadelphia	9	1	0	3	1	0	3	18	4	1
Piney Point	3	1	1	2	0	1	0	1	1	1
Puerto Rico	10	1	1	9	5	0	3	12	5	4
Tacoma	34	14	7	27	8	3	8	71	37	4
St. Louis	3	2	0	2	2	0	0	2	3	0
Wilmington	36	13	3	27	11	0	11	58	37	5
<b>TOTALS</b>	<b>361</b>	<b>157</b>	<b>32</b>	<b>302</b>	<b>116</b>	<b>16</b>	<b>115</b>	<b>610</b>	<b>289</b>	<b>45</b>
<b>Engine Department</b>										
Algonac	6	2	1	3	4	1	2	8	5	1
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	4	6	1	0	3	1	0	6	8	0
Fort Lauderdale	7	6	1	9	6	0	8	12	6	2
Guam	0	2	0	0	1	0	0	0	2	1
Harvey	2	3	0	5	2	0	0	5	3	0
Honolulu	3	5	1	7	4	0	2	19	10	1
Houston	20	9	1	20	7	0	6	30	12	1
Jacksonville	29	13	1	25	15	2	10	48	33	5
Jersey City	19	15	1	18	4	0	4	28	19	2
Joliet	3	2	1	2	0	0	0	4	3	1
Mobile	7	2	2	1	3	2	1	13	3	2
Norfolk	6	17	2	15	21	0	2	17	19	2
Oakland	8	4	1	7	4	2	2	30	9	8
Philadelphia	3	1	2	3	0	1	0	6	3	3
Piney Point	1	2	0	1	0	0	0	2	2	0
Puerto Rico	2	5	2	2	6	1	2	3	9	2
Tacoma	17	5	0	11	7	0	4	29	8	3
St. Louis	1	1	0	1	0	0	1	5	1	0
Wilmington	8	9	2	12	6	1	5	18	38	3
<b>TOTALS</b>	<b>146</b>	<b>109</b>	<b>19</b>	<b>142</b>	<b>93</b>	<b>11</b>	<b>49</b>	<b>283</b>	<b>194</b>	<b>37</b>
<b>Steward Department</b>										
Algonac	4	1	0	4	2	0	1	5	2	1
Anchorage	1	1	0	0	0	0	0	1	1	0
Baltimore	4	3	0	3	1	0	2	6	2	0
Fort Lauderdale	12	2	2	13	1	2	6	16	4	2
Guam	1	1	0	1	1	1	2	2	3	0
Harvey	4	0	0	3	2	0	0	7	1	0
Honolulu	19	2	0	9	3	0	3	25	2	0
Houston	24	3	1	13	5	3	9	34	5	0
Jacksonville	22	7	5	13	5	2	9	34	12	5
Jersey City	12	4	1	15	4	0	5	23	7	1
Joliet	2	2	0	0	1	0	0	4	2	0
Mobile	7	1	0	3	2	1	2	9	0	1
Norfolk	12	11	7	15	10	4	8	24	13	4
Oakland	24	4	1	14	3	2	5	39	11	1
Philadelphia	2	0	1	2	0	0	0	5	0	1
Piney Point	3	3	1	0	0	0	0	5	1	1
Puerto Rico	1	0	0	1	0	0	1	2	7	0
Tacoma	20	3	1	15	3	0	0	29	3	1
St. Louis	2	3	0	2	2	0	1	2	1	0
Wilmington	17	2	4	13	2	1	4	47	7	6
<b>TOTALS</b>	<b>193</b>	<b>53</b>	<b>24</b>	<b>139</b>	<b>47</b>	<b>16</b>	<b>58</b>	<b>319</b>	<b>84</b>	<b>24</b>
<b>Entry Department</b>										
Algonac	1	12	6	0	5	7	4	4	27	11
Anchorage	0	0	0	0	1	0	0	0	2	0
Baltimore	0	2	3	0	2	4	3	0	2	8
Fort Lauderdale	0	3	0	0	2	1	1	3	8	1
Guam	0	1	1	0	1	0	0	0	2	1
Harvey	0	1	0	1	2	1	0	1	3	0
Honolulu	0	7	6	2	4	4	1	1	12	12
Houston	2	5	2	3	6	2	1	7	16	13
Jacksonville	2	15	7	1	8	8	1	5	23	19
Jersey City	5	16	3	1	11	3	2	9	29	12
Joliet	0	1	0	0	0	1	0	0	2	0
Mobile	0	2	2	1	1	1	0	0	4	0
Norfolk	1	18	16	1	18	17	1	0	30	27
Oakland	1	7	5	3	6	5	1	1	24	19
Philadelphia	0	5	3	0	0	0	0	0	5	2
Piney Point	0	2	1	0	1	1	2	0	1	0
Puerto Rico	0	0	0	1	0	0	0	1	0	0
Tacoma	2	11	4	3	10	4	1	10	18	18
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	4	7	5	0	5	3	2	17	27	70
<b>TOTALS</b>	<b>18</b>	<b>115</b>	<b>64</b>	<b>17</b>	<b>83</b>	<b>62</b>	<b>20</b>	<b>59</b>	<b>235</b>	<b>213</b>
<b>GRAND TOTAL</b>	<b>718</b>	<b>434</b>	<b>139</b>	<b>600</b>	<b>339</b>	<b>105</b>	<b>242</b>	<b>1,271</b>	<b>802</b>	<b>319</b>

## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

**Tom Orzechowski,**

*Vice President Lakes and Inland Waters*

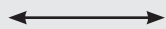
**Dean Corgey, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,**

*Vice President Government Services*



### HEADQUARTERS

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(301) 899-0675

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520 St. Clair River Dr., Algonac, MI 48001  
(810) 794-4988

### ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503  
(907) 561-4988

### BALTIMORE

2315 Essex St., Baltimore, MD 21224  
(410) 327-4900

### GUAM

P.O. Box 3328, Hagatna, Guam 96932  
Cliffline Office Ctr. Bldg., Suite 103B  
422 West O'Brien Dr., Hagatna, Guam 96910  
(671) 477-1350

### HONOLULU

606 Kalihi St., Honolulu, HI 96819  
(808) 845-5222

### \*HOUSTON

1221 Pierce St., Houston, TX 77002  
(713) 659-5152

### JACKSONVILLE

5100 Belford Rd., Jacksonville, FL 32256  
(904) 281-2622

### JOLIET

10 East Clinton St., Joliet, IL 60432  
(815) 723-8002

### MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605  
(251) 478-0916

### NEW ORLEANS

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(504) 328-7545

### JERSEY CITY

104 Broadway, Jersey City, NJ 07306  
(201) 434-6000

### NORFOLK

115 Third St., Norfolk, VA 23510  
(757) 622-1892

### OAKLAND

1121 7<sup>th</sup> St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

2604 S. 4 St., Philadelphia, PA 19148  
(215) 336-3818

### PINEY POINT

P.O. Box 75, Piney Point, MD 20674  
(301) 994-0010

### PORT EVERGLADES

1221 S. Andrews Ave., Ft. Lauderdale, FL 33316  
(954) 522-7984

### SANTURCE

1057 Fernandez Juncos Ave., Stop 16  
Santurce, PR 00907  
(787) 721-4033

### ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116  
(314) 752-6500

### TACOMA

3411 South Union Ave., Tacoma, WA 98409  
(253) 272-7774

### WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744  
(310) 549-4000

\* As of September 15, hall will move operations to the Communications Workers of America Local 6222 building at 1730 Jefferson Street. The hall's contact numbers will remain unchanged. See Page 3 of this edition of the *Seafarers LOG* for more details.

# Inquiring Seafarer

This month's question was asked to members at the Norfolk hall July 28.

**Question: What would you tell an elected official is the most important thing about being a merchant mariner?**



**Jonathan Walker**  
*OS*

We got to get stuff overseas. Trade is important. Our jobs are important. It's a good way of living. I can stay home with the kids and still go to work.



**Donald Bishop**  
*QMED*

It's important to this area for a viable economy. It's an opportunity for a better life and better living.



**Donna Taylor**  
*Steward/Baker*

It's the safety aspect offered by unionized mariners. I have sailed overseas and I saw foreign mariners are not as interested in the safety aspect.



**Nakesha Miller**  
*Electrician*

It helps me provide for my family. I can make proper investments for my family for their future and future generations that I couldn't get working a land job. I get time with my family.

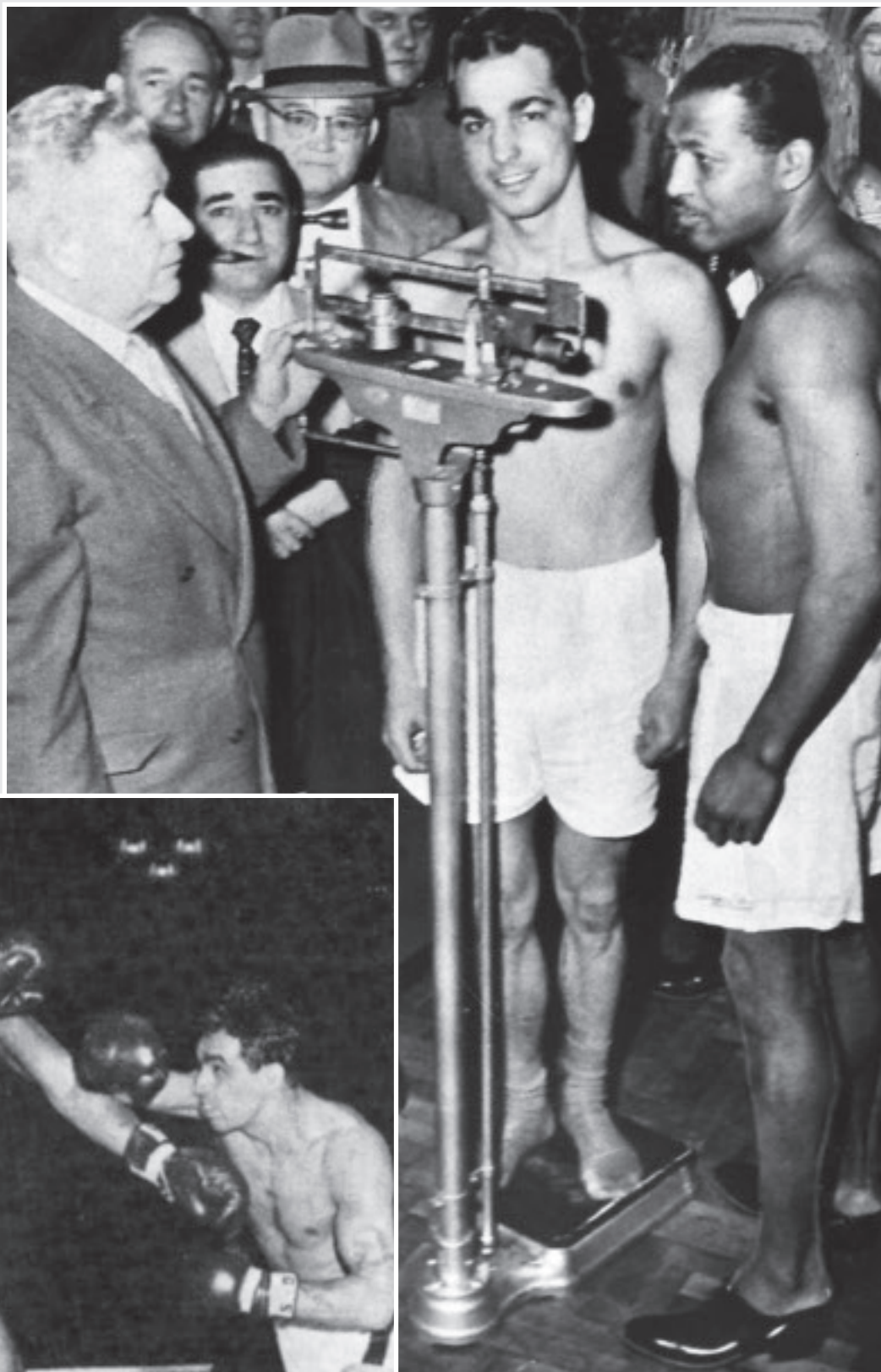


**Rickey Yancey**  
*QMED*

Keep the Jones Act intact. Keep it as is; don't touch it. Keep the union strong. Respect runs both ways.

## Pics From The Past

Last month's *LOG* included the obituary of SIU pensioner Johnny Lombardo, who passed away March 16 at age 85. He sailed with the SIU for more than 30 years, following service in both the U.S. Navy and U.S. Army. In SIU circles, Brother Lombardo probably was best known for his 1955 boxing match against Sugar Ray Robinson in Cincinnati. The 10-round split decision went to Robinson, former middle-weight champion. These photos show Lombardo on the scale during the pre-fight weigh-in, with Robinson on the right; and the two combatants in the ring.



**If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to [webmaster@seafarers.org](mailto:webmaster@seafarers.org)**

# Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



## DEEP SEA

### DAVID BECKER

Brother David Becker, 65, joined the union in 1992 in Jacksonville, Florida. His first trip was aboard the *USNS Vindicator*. Brother Becker upgraded in 1994 at the maritime training center in Piney Point, Maryland. He sailed in the engine department. Brother Becker last worked on the *USNS Pathfinder*. He calls Northport, Alabama, home.

### KENNETH BIDDLE

Brother Kenneth Biddle, 69, became an SIU member in 1968. He initially worked aboard the *Del Norte*. Brother Biddle attended classes on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. He sailed in the engine department. Brother Biddle's most recent voyage was on the *El Morro*. He makes his home in Byrdstown, Tennessee.

### JEANETTE BOSWORTH

Sister Jeanette Bosworth, 69, signed on with the SIU in 1991. She initially shipped aboard the *USNS Denebola*. Sister Bosworth sailed in the steward department. In 2001, she took advantage of educational opportunities available at the union-affiliated school in Piney Point, Maryland. Sister Bosworth most recently sailed on the *Cape Horn*. She settled in Seaside, Oregon.

### CYNTHIA CASTER

Sister Cynthia Caster, 65, donned the SIU colors in 1981. She originally sailed aboard the *Independence*. Sister Caster shipped in the steward department. Born in Washington state, she upgraded often at the Paul Hall Center in Piney Point, Maryland. Sister Caster's most recent trip was on the *Horizon Kodiak*. She resides in Cathlamet, Washington.



### TIBBY CLOTTER

Brother Tibby Clotter, 65, started sailing with the union in 1987 while in New Orleans. His earliest trip was aboard the *Maj. Stephen W. Pless*. Brother Clotter attended classes in 1996 at the union-affiliated school in Maryland. The deck department member's most recent vessel was the *Overseas Long Beach*. Brother Clotter makes his home in Louisiana.

### WILFRED JEFFERS

Brother Wilfred Jeffers, 72, began shipping with the Seafarers in 2001 during the SIU/NMU merger. Brother Jeffers sailed in the deck department. His most recent voyage was aboard the *Maersk Iowa*. Brother Jeffers enhanced his skills in 2001 at the Piney Point school. He is a resident



of Brooklyn, New York.

### FELIPE JIMENEZ

Brother Felipe Jimenez, 69, became an SIU member in 1998. His earliest trip was aboard the *Independence*. Brother Jimenez most recently shipped on the *USNS Watson*. He worked in the deck department and upgraded frequently at the SIU-affiliated school. Brother Jimenez lives in Mililani, Hawaii.



### LOWELL LEMM

Brother Lowell Lemm, 67, signed on with the union in 1989 while in the port of Houston. His first ship was the *Overseas Alaska*; his most recent was the *USNS Algol*. Brother Lemm was born in New Orleans and sailed in the engine



department. He now calls Houston home.

### DONALD MELONSON

Brother Donald Melonson, 67, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He was born in Houston. Brother Melonson's most recent ship was the *Chemical Pioneer*, where he sailed in the deck department. He enhanced his skills in 2003 at the Paul Hall Center. Brother Melonson continues to reside in Houston.

### SANGIE MOHAMED

Brother Sangie Mohamed, 62, started shipping with the SIU in 1978. He initially sailed on the *Allegiance*. Brother Mohamed sailed in all three departments. In 1998, he took advantage of educational opportunities at the union-affiliated school in Piney Point, Maryland. Brother Mohamed most recently sailed on the *USNS Dahl*. He settled in Huron, California.

### MOTHANA MOTHANA

Brother Mothana Mothana, 70, became a union member in 1993 in San Francisco. His first trip was aboard the *Independence*. Brother Mothana upgraded in 2002 at the Piney Point school. He last shipped on the *Horizon Pacific*. Brother Mothana worked in the engine department. He is a resident of California.

### KENNETH PINCHIN

Brother Kenneth Pinchin, 65, joined the SIU in 1998 in Fort Lauderdale, Florida. The engine department member's first trip was aboard the *USNS Altair*. Brother Pinchin last worked with GFC Crane Consultants. He was born in New York City but now calls Pompano Beach, Florida, home.



## MAHENDRA SINGH

Brother Mahendra Singh, 65, began sailing with Seafarers in 1989. He originally shipped on the *Charles L. Brown*. Brother Singh was born in India and worked in the deck department. He enhanced his skills in 1995 at the Paul Hall Center. Brother Singh's most recent ship was the *Navigator*. He settled in Berkeley, California.



## INLAND

### CARLTON AMOS

Brother Carlton Amos, 66, signed on with the union in 1968 in Mobile, Alabama. An Alabama native, he was employed with Dravo Basic Materials Company for the duration of his career. Brother Amos lives in Perdido, Alabama.

### JOHN BROWN

Brother John Brown, 62, joined the union in 1997 in the port of Norfolk, Virginia. As an SIU member, he first sailed with Virginia Pilot Cor-

poration. Brother Brown was most recently employed with the Association of Maryland Pilots. He is a resident of Orlando, Florida.



### JOHN COMEAU

Brother John Comeau, 60, started sailing with the SIU in 1989. He primarily worked with Crowley Towing and Transportation of Jacksonville. Brother Comeau was a member of the deck department. On numerous occasions, he upgraded at the Piney Point school. Brother Comeau resides in Belmont, Massachusetts.



### JOHN FAITH

Brother John Faith, 72, became a union member in 1998. He was mainly employed with OSG Ship Management. Brother Faith up-



graded often at the SIU-affiliated school. He makes his home in Palm Harbor, Florida.

### ARTHUR HORNER

Brother Arthur Horner, 62, began his seafaring career in 1971. He initially worked aboard the *Bob-Lo Island*. Brother Horner hails from Dallas, Texas. He upgraded frequently at the Paul Hall Center and last shipped on a Great Lakes Towing Company vessel. He was a member of the deck department and now calls Gainesville, Georgia, home.



### JOHN ROBINSON

Brother John Robinson, 68, began shipping with the union in 1997. He sailed with OSG Ship Management in the inland division. In 2002, Brother Robinson enhanced his skills in Piney Point. He is a resident of Honesdale, Pennsylvania.



## This Month in SIU History

Reprinted from past issues of the Seafarers LOG

### 1952

The first annual convention of the newly reorganized AFL Maritime Trades Department will be held in New York City on September 9 and 10 at the Commodore Hotel. Notifications have gone out from Lloyd Gardner, MTD executive secretary, to all unions affiliated with the MTD, including the SIU, asking them to send at least three representatives to the convention.

One of the important items on the agenda is a proposed resolution calling for the AFL to provide representation on its executive council for the 200,000 workers in unions affiliated with the MTD. The resolution points out that the maritime industry is of extreme importance to the nation, and its workers have problems which are different from those of shore-side workers. Lack of representation on the executive council, it emphasizes, is a drawback to proper understanding of maritime problems within the AFL and through the AFL, in the government. This resolution is expected to get the full support of all assembled delegations.

The convention call was issued to affiliated unions in accordance with the MTD constitution adopted at the first meeting of the body, held in Chicago on March 24 and 25 of this year. The constitution provides for annual conventions to be held either immediately before or just after the AFL convention.

### 1966

A meeting between SIU Safety Director Joe Algina and Captain Jack O'Brien, Sea-Land safety representative, has formulated strict safety regulations aimed at preventing injuries to Seafarers caused by toxic fumes from leaky containers, which has been a problem of growing concern in recent years. In July of this year, for instance, crew members of the Sea-Land vessel *Fairland* were hospitalized, victims of a leakage of one of the tank containers aboard. The containers were filled with tolylene diisocyanate. The leak was discovered after one day at sea. Contact with this liquid, or its fumes, can cause severe lung damage, serious skin burns and harmful eye irritations. Tolylene diisocyanate and toxic materials like it pose a modern safety hazard to seamen.

The meeting resulted in the development of a

stringent set of regulations for checking tank containers prior to their being loaded, and provides for checking them aboard ship prior to sailing. An elaborate and specific control tag will keep tabs on each individual container so that inspection responsibilities may be accurately policed. It is anticipated that in this way leakage may be discovered before it becomes a safety hazard at sea.

### 1975

In recognition of the interest and support SIU President Paul Hall has given the Tulane University Institute on Foreign Transportation and Port Operations over the past 15 years, he was presented a plaque by the institute at the SIUNA convention earlier this month in Washington, D.C.

Doris Campbell, executive secretary of the Graduate School of Business Administration at Tulane presented the award. The institute is sponsored by the business school at the university, which is located in New Orleans, La.

The inscription on the plaque was in the form of a letter sent to President Hall from Herbert Longenecker, who up until recently was the president of Tulane University.

### 1983

If SIU efforts are successful, Seafarers may be calling on Soviet ports with huge grain cargoes. The U.S. and U.S.S.R. recently agreed to a five-year grain deal which would allow the Soviets to buy as much as 18 million tons of American grain a year. But while U.S. negotiators hammered out the deal, they made no mention of a joint maritime agreement which had been part of the package of previous grain agreements between the two countries. In the past, both countries reserved one-third of the cargo for themselves with the remaining going to other carriers.

SIU President Frank Drozak has urged key administration figures to begin talks which would lead to a maritime sharing agreement.

"The [grain] accord will be beneficial to the U.S. agricultural community as it will help restore America's share of the grain market lost during the grain embargo of 1981.... It is now imperative that the U.S. commence negotiations with the Soviet Union on a new maritime agreement," Drozak wrote to Secretary of State George P. Shultz.



# Final Departures



## DEEP SEA

### TERRAL ANDERSON

Pensioner Terral Anderson, 86, died Feb. 4. He joined the Seafarers in 1966. Brother Anderson initially sailed on the *Steel Worker*. He was born in Marysville, Utah, and shipped in the deck department. Brother Anderson was last employed aboard the *Innovator*. He retired in 1992 and called Thompsonville, Utah, home.

### MANUEL BURGOS

Pensioner Manuel Burgos, 85, passed away Feb. 14. He began sailing with the union in 1959. Brother Burgos first sailed on an Alcoa Steamship Company vessel. He was an engine department member. Brother Burgos' final trip was aboard the *Humacao*. He started collecting his retirement compensation in 1993. Brother Burgos was a resident of Puerto Rico.

### ROBERT BUTLER

Pensioner Robert Butler, 66, died Jan. 11. Brother Butler originally shipped on the *Falcon Countess*. He worked in the deck department. Brother Butler most recently sailed aboard the *USNS Stockham*. He went on pension in 2012 and made his home in Oakland, California.

### CRUZ CANEDO

Pensioner Cruz Canedo, 92, passed away Jan. 23. Brother Canedo joined the SIU in 1972 in the port of Wilmington, California. He first shipped with Delta Steamship Lines. Brother Canedo was a steward department member. Prior to his retirement in 1983, he worked on the *Santa Mariana*. The Texas native was a resident of Norwalk, California.

### ANTONIO CHINEA

Brother Antonio China, 57, died Sept. 10, 2013. He was born in El Paso, Texas. Brother China started shipping with the Seafarers in 1974. His first vessel was the *Long Lines*; his last was operated by Connecticut Transport Inc. Brother China sailed in the engine department. He settled in Orange City, Florida.

### ANGEL CORREA

Pensioner Angel Correa, 69, passed away Jan. 27. He began sailing with the union in 1966. Brother Correa was first employed aboard the *Spitfire*. The steward department member last shipped on the *Challenger*. Brother Correa was a native of Puerto Rico. He began collecting his retirement compensation



in 2001. Brother Correa lived in Palm Coast, Florida.

### CHARLES MEDEIROS

Brother Charles Medeiros, 69, died Jan. 3. He joined the union in 1980. Brother Medeiros initially sailed aboard the *Oceanic Independence*. He worked in the steward department. Brother Medeiros' final trip was aboard the *Cape Gibson*. He lived in Honolulu, Hawaii.

### GERARDO MORENO

Pensioner Gerardo Moreno, 85, passed away Feb. 3. Brother Moreno started sailing with the SIU in 1980. His first ship was operated by Inter-ocean American Shipping. Brother Moreno was a member of the deck department. He last sailed on the *Pride*. Brother Moreno went on pension in 2000 and resided in Spring Hill, Florida.



### JOHN NUCKOLS

Pensioner John Nuckols, 90, died Oct. 2. Brother Nuckols began sailing with the Seafarers in 1951. He initially shipped with Waterman Steamship Corporation. Brother Nuckols sailed in the deck department. His final voyage was aboard the *Long Lines*. Brother Nuckols became a pensioner in 1988 and called Baltimore home.



### JULIO RUIZ

Pensioner Julio Ruiz, 71, passed away Jan. 24. Brother Ruiz joined the union in 1968 in New York. His earliest trip was with Amicus Carrier Limited. Brother Ruiz was born in Ecuador. The engine department member most recently worked on the *Defender*. Brother Ruiz was a resident of San Francisco.

### TERRENCE RYAN

Pensioner Terrence Ryan, 74, died Feb. 19. Brother Ryan first donned the SIU colors in 1990. He was a member of the deck department. Brother Ryan's first trip was on the *Presque Isle*. He last sailed aboard the *Horizon Trader*. He went on pension in 2005 and lived in St. Paul, Minnesota.



### MICHAEL SEYLER

Brother Michael Seyler, 50, passed away Dec. 19. He signed on with the union in 1998 in St.

Louis. Brother Seyler sailed in the engine department. He was originally employed with Dyn Marine Service of Virginia. Brother Seyler's final voyage was on the *Sgt. William R. Buton*. He made his home in Missouri.

### RALPH SMITH

Pensioner Ralph Smith, 87, died Feb. 16. Brother Smith joined the SIU in 1969. One of his first ships was the *Inger*. Brother Smith was born in Roanoke, Virginia. The engine department member's final ship was the *Overseas Washington*. Brother Smith started collecting his retirement pay in 1989. He was a resident of Callahan, Florida.

### ROBERT THOMAS

Pensioner Robert Thomas, 88, passed away March 15. Brother Thomas was born in New Orleans. He started sailing with the union in 1951 in New York. Brother Thomas' first vessel was the *Cedar Rapid*; his last was the *Missouri*. He worked in the steward department. Brother Thomas retired in 1991 and resided in Brooksville, Mississippi.



### ROBERT VANCE

Pensioner Robert Vance, 86, died Jan. 31. Brother Vance became an SIU member in 1958 in New York. His earliest trip was on the *Del Alba*. Brother Vance's final ship was the *Cape Hudson*. He sailed in the engine department. Brother Vance went on pension in 1992 and called Robertsdale, Alabama, home.



### ESTEBAN VILLAPOL

Pensioner Esteban Villapol, 90, passed away Feb. 2. He began sailing with the union in 1948 in New York. Brother Villapol was born in Venezuela. He was first employed with Inter-ocean American Shipping. Brother Villapol worked in the engine department, and his last ship was the *Puerto Rico*. He retired in 1990 and was a resident of Baltimore.



### EDWARD YATES

Pensioners Edward Yates, 85, died March 15. He started shipping with the Seafarers in 1951. Brother Yates initially sailed on the *Alanson B. Haughton*. The deck



department member was born in Mississippi. Brother Yates' final trip was with ISCO Inc. He became a pensioner in 1998 and called Houston home.

## INLAND

### ROBERT CRANE

Brother Robert Crane, 67, passed away March 9. Born in Granite City, Illinois, he first donned the SIU colors in 2000. Brother Crane originally worked aboard the *Patriot*. He was a deck department member. Brother Crane last shipped on a Crowley Towing & Transportation Company vessel. He resided in Silsbee, Texas.

### ERNEST LARSEN

Pensioner Ernest Larsen, 78, died March 20. Brother Larsen signed on with the SIU in 1967. He first shipped with Steuart Transportation Company. Brother Larsen was born in Nederland, Texas. His final ship was operated by Penn Maritime Inc. Brother Larsen began collecting his retirement competition in 2005. He called Jasper, Texas, home.



### KIRBY NELSON

Pensioner Kirby Nelson, 76, passed away Jan. 21. Born in Georgia, he started sailing with the union in 1980. Brother Nelson worked with Crowley Towing & Transportation of Jacksonville. He became a pensioner in 1999 and resided in Savannah, Georgia.



### VLADIMIR SALAMON

Pensioner Vladimir Salamon, 73, died Dec. 4. Brother Salamon became a union member in 1997. His first trip was with Crowley Towing & Transportation of Jacksonville. Brother Salamon was born in Banja Luka, Bosnia-Herzegovina and worked in the deck department. He was most recently employed with Crowley of Wilmington. Brother Salamon started receiving his pension in 2009 and was a resident of San Pedro, California.



### JERRY SMITH

Pensioner Jerry Smith, 62, passed away Feb. 11. Brother Smith joined the SIU in 1996. He worked for Crowley Towing & Transportation of Jack-



sonville. Brother Smith was born in Jacksonville, Florida, and sailed in the deck department. He retired in 2009 and continued to make his home in Florida.

## GREAT LAKES

### ABDO ALQIRSH

Pensioner Abdo Alqirsh, 74, died Dec. 2. Brother Alqirsh was born in Yemen. He started sailing with American Steamship Company in 1964. Brother Alqirsh was a steward department member. In 2005, he became a pensioner. Brother Alqirsh settled in Dearborn, Michigan.

### BLAKE NYE

Brother Blake Nye, 51, passed away Dec. 29. He joined the SIU in 1986. Brother Nye mainly worked with Luedtke Engineering Company. He was born in Plainwell, Michigan, but called Crystal Lake Township home.

*Editor's note: The following brothers, all former members of the National Maritime Union (NMU), have passed away.*

### JULIUS MARESH

Pensioner Julius Mares, 85, died Dec. 16. Brother Mares became a pensioner in 1966 and called Galena Park, Texas, home.

### ELLERY MOORE

Pensioner Ellery Moore, 87, passed away Dec. 8. Brother Moore, a native of Honduras, began collecting his pension in 1967. He resided in Port Arthur, Texas.

### ISAAC REYES

Pensioner Isaac Reyes, 85, died Feb. 26. Brother Reyes was born Alabama. He went on pension in 1990. Brother Reyes lived in Mobile.



### HARRIS WHITAKER

Pensioner Harris Whitaker, 79, passed away Dec. 16. Born in North Carolina, Brother Whitaker retired in 1972. He resided in Portsmouth, Virginia.

Name	Age	DOD
Alvarez, Carlos	93	Feb. 28
Bellido, Ruben	86	Jan. 4
Boston, Robert	85	Dec. 19
Chang, Ting	86	April 17
Drew, Edwin	78	Feb. 10
Flowers, Eddie	94	Feb. 21
Francis, Alvin	93	March 26
Funk, James	87	April 2
Jackson, Algie	68	Feb. 25
Jarvis, Thomas	87	April 1
Kit, Teo	93	March 13
Lee, George	89	Feb. 5
Lewis, George	66	Feb. 23
Luciano, Victor	85	April 4
Marquez, Domingo	88	Feb. 13

# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**GREEN COVE** (Central Gulf Lines), June 29 – Chairman **David B. Zurek**, Secretary **John S. Greubel**, Deck Delegate **Jorge Lanas**. Chairman announced payoff on July 8 in Jacksonville, Florida. Secretary stated new ice machine and dishwasher to be installed soon. Recommendation was made to upgrade skills at the Paul Hall Center and stay informed of issues facing the maritime industry. No beefs or disputed OT reported. Members would like refrigerators in crew rooms. Suggestion was made to have different budgets for each department's OT. Copy of repair list was given to captain. Steward department was thanked for doing a great job. Next port: Jacksonville.

**HOUSTON** (USS Transport), June 3 – Chairman **Carlos A. Arauz**, Secretary **Obencio M. Espinoza**, Educational Director **Charles L. Jensen**, Engine Delegate **Demarco Holt**, Steward Delegate **Vidal Vallesteros**. Chairman advised members to watch expiration dates and renew credentials in a timely manner. Secretary thanked crew for helping keep house clean. He advised crew who are getting off to leave rooms like they would like to see them when they are joining the ship. Educational director encouraged crew to get time in and take advantage of upgrading at Piney Point. No beefs or disputed OT reported. Crew would like new furniture in lounge.

**JEAN ANNE** (TOTE Services), June 9 – Chairman **Thomas L. Johnson**, Secretary **Ingra L. Maddox**, Educational Director **Michael A. Papaioannou**, Steward Delegate **Mary Maddox**. Chairman reported smooth voyage and informed crew of inspection upon arrival in Honolulu. Secretary expressed gratitude to deck and

## Aboard Cape Vincent

The Keystone-operated *Cape Vincent* recently sailed from Beaumont, Texas, to Charleston, S.C. for a scheduled shipyard period. Pictured on the vessel is AB Godfrey Egodotaye. Thanks to Second Mate Darin Huggins for the photos.



engine departments for help keeping equipment working. Educational director suggested mariners upgrade at Paul Hall Center in Piney Point, Maryland. Thanks were given to the steward department for great meals.

**LIBERTY PROMISE** (Liberty Maritime), June 22 – Chairman **Daniel S. Marcus**, Secretary **Robert S. Davis**, Educational Director **Michael Montanez**, Deck Delegate **William Steele**, Engine Delegate **Jarret Ford**, Steward Delegate **Gerardo Frederick**. Bosun reported a safe voyage and reviewed ship's itinerary. Secretary stated all communications were posted on bulletin board and suggested contacting port agent

if there was still confusion. Educational director urged crew to enhance skills at the union-affiliated school in Piney Point, Maryland. He also reminded fellow members to keep an eye on document expiration dates and allow plenty of time for renewals. No beefs or disputed OT reported. Crew requested new exercise equipment, refrigerators in all staterooms and onboard internet access. Vote of thanks was given to galley crew for a job well done. Next port: Beaumont, Texas.

**MAERSK CHICAGO** (Maersk Line, Limited), June 22 – Chairman **Domingo Leon Jr.** Secretary **Hugh E. Wildermuth**, Educational Director **Donald M. Christian**,

Steward Delegate **Nathaniel Simmons**. Chairman announced payoff on June 26 in Newark, New Jersey, along with vaccinations. He thanked crew for an enjoyable trip. Secretary reported a great voyage and excellent cooperation with security team. Educational director encouraged mariners to upgrade at the Paul Hall Center. Treasurer stated \$8,700 in ship's fund. No beefs or disputed OT reported. Request was made for information on polio vaccination. Suggestions were made pertaining to vacation benefits. Crew thanked steward department for their hard work.

**MAERSK HARTFORD** (Maersk Line, Limited), June 8 – Chairman **Magdy H. Balat**, Secretary **Johnnie B. McGill**, Educational Director **Richard A. Huffman**, Deck Delegate **Joseph Gibbens**, Engine Delegate **James Corprew**. Chairman informed members of relocation of union hall to Jersey City, New Jersey, on June 13. He discussed ship's itinerary. Secretary informed mariners fresh provisions would be received in next port. Educational director recommended training at the Piney Point school and keeping up with new STCW requirements and medical endorsements. Treasurer reported \$950 in ship's fund. No beefs or disputed OT reported. Seafarers would like a quiet location for satellite phone, new movies and two comfortable chairs for ship's library.

**MAERSK IOWA** (Mae Line, Limited), June 2 – Chairman **Egidio Ferreira**, Secretary **Paul H. Isherwood**, Educational Director **Joshua M. Zelinsky**. Chairman and crew would like vacation checks direct deposited. Educational director suggested mariners attend classes at Paul Hall Center in Piney Point, Maryland, for Maersk safety course and upgrading endorsements. He advised them to have all necessary seafaring documents in order. Treasurer reported \$4,000 in ship's fund. No beefs or disputed OT reported. Members were encouraged to read the president's report in the *Seafarers LOG*.

Recommendations were made in increase medical and dental benefits.

**PACIFIC COLLECTOR** (TOTE Services), June 27 – Chairman **Michael J. Earhart**, Secretary **Allan D. Bright**, Educational Director **Rodrigo D. Castillo**, Deck Delegate **John O'Connell**, Engine Delegate **Davon Brown**. Bosun informed crew of payoff on June 28 in Portland, Oregon, and said mission went well. Educational director encouraged crew to get time in and take advantage of upgrading at Piney Point. He also reminded mariners to keep documents up-to-date. No beefs or disputed OT reported. Request was made for satellite phone and internet aboard vessel. It was noted that new washer and dryer have been ordered. Next port: Portland.

**SEABULK ARCTIC** (Seabulk), July 11 – Chairman **Dave Coleman**, Secretary **Elrick W. Archer**, Educational Director **Ronald H. Westerfield**. Chairman talked about ship's upcoming schedule. Secretary thanked fellow crew members for their help keeping mess hall clean. Educational director urged members to pay attention to expiration dates and visit Piney Point school as often as possible. No beefs or disputed OT reported. It was noted that dryer needs to be fixed or replaced. Thanks given to steward department for a job well done. Next port: Port Everglades, Florida.

**USNS WATSON** (Patriot Contract Service), July 13 – Chairman **Samuel R. Calder**, Secretary **Vanessa B. Fickel**, Educational Director **Fredy Segura**, Steward Delegate **Sheryl Farmer**. Chairman reiterated the need to go through chain of command before going to captain or union. He discussed payroll issues. Members were advised to stay up-to-date with requirements and keep documents current. No beefs or disputed OT reported. It was reported that all departments are doing a good job and are in good spirits. Next port: Diego Garcia.

## Toppings Galore on Overseas Tampa

Pizza lovers had tasty options aboard the *Overseas Tampa* during a recent voyage as Chief Steward Ingrid Ortiz Rosario served up handcrafted veggie and "meat lovers" pies. The Overseas Shipholding Group vessel is running between the U.S. and northern Europe.



## Letter to the Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to [webmaster@seafarers.org](mailto:webmaster@seafarers.org).

### Retired World War II Mariner Shares Emotional Experience of Excursion to D.C. War Memorial

On May 29, 2014, I visited the Washington, D.C., War Memorial, courtesy of the Honor Flight Network. The flight was sponsored by the American Legion Rockdale County Post 77, based in Conyers, Georgia.

It was a cool and rainy day, unusual weather for that time of year in the nation's capital. However, the weather was tempered by the warm greetings offered to 25 old men – veterans of World War II – from other visitors to World War II Memorial. Having schoolchildren with their chaperones stop by to shake your hand and say, "Thank you for your service," can be emotional. On the plane, at the airports and bus terminals we also were greeted with shouts

of, "Thank you for your service."

I had been looking forward to viewing the U.S. Merchant Marine plaque and had a bit of difficulty locating it at the World War Memorial Complex. It was much smaller than I expected. The inscription on the plaque is the only mention of the U.S. Merchant Marine at the memorial. However, I am thankful for the recognition.

I extend a great big thank you to American Legion Rockdale County Post 77. It proved to be a rewarding experience and I enjoyed the visit immensely.

**Ed Woods**  
Atlanta, Georgia



Ed Woods, a frequent contributor to the LOG, sailed as a merchant mariner in WWII.



The Honor Flight veterans are seated at the War Memorial in Washington as their escorts stand behind them. Woods is seated fifth from right.

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board

by certified mail, return receipt requested. The proper address for this is:

Augustin Tellez, Chairman  
Seafarers Appeals Board  
5201 Auth Way  
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

**EDITORIAL POLICY — THE SEAFARERS LOG.** The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for Seafarers LOG policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

**SEAFARERS POLITICAL ACTIVITY**

**DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

**NOTIFYING THE UNION —** If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President  
Seafarers International Union  
5201 Auth Way  
Camp Springs, MD 20746

# Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and - in times of conflict - national security.

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion
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### Deck Department

Able Seafarer (Deck)	September 13 November 8	October 10 December 5
ARPA	September 22	September 26
ECDIS	October 6 November 15 November 29	October 10 November 21 December 5
GMDSS	September 27 November 29	October 10 December 12
Lifeboatman/Water Survival	September 13 October 11 November 8 December 6	September 26 October 24 November 21 December 19
RFPNW	October 11	November 7
Radar Renewal (One day)	September 29 October 27 December 15	September 29 October 27 December 15
Radar Observer	September 6	September 19

### Engine Department

Basic Auxiliary Plant Operations (BAPO)	September 13	October 10
FOWT (Able Seafarer Engine)	October 11	November 7
Marine Electrician	September 27	November 21
Welding	September 20 November 1	October 10 November 21

### Safety Upgrading Courses

Advanced Firefighting	September 13	September 19
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Title of Course	Start Date	Date of Completion
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Advanced Firefighting	November 8	November 14
Basic Firefighting/STCW	September 6 October 25 December 6	September 12 October 31 December 12
BST Refresher/VPDSD	October 11	October 17
Government Vessels	October 18 November 29	October 24 December 5
Medical Care Provider	September 20 November 15	September 26 November 21
Tank Barge (DL)	September 13	September 19
Tanker Ship Familiarization (DL)	September 14	September 26

### Steward Department Upgrading Courses

Galley Operations	September 13 October 11 November 8 December 6	October 10 November 7 December 5 January 2
Certified Chief Cook	These modules begin every other week. The most recent class started August 30. The next class will commence September 13.	
Chief Steward	November 1	December 12
Advanced Galley Operations	September 27 October 25 November 22 December 20	October 24 November 21 December 19 January 16
ServeSafe	September 13 October 25 December 6	September 19 October 31 December 12

#### IMPORTANT NOTICE:

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.

## NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers

are encouraged to check out the site at: [www.uscg.mil/nmc/](http://www.uscg.mil/nmc/)

Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

### UPGRADING APPLICATION

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Telephone (Home) \_\_\_\_\_ (Cell) \_\_\_\_\_  
 Date of Birth \_\_\_\_\_  
 Deep Sea Member  Lakes Member  Inland Waters Member

*If the following information is not filled out completely, your application will not be processed.*  
 Social Security # \_\_\_\_\_ Book # \_\_\_\_\_  
 Seniority \_\_\_\_\_ Department \_\_\_\_\_  
 Home Port \_\_\_\_\_  
 E-mail \_\_\_\_\_  
 Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS/PHC trainee program?  Yes  No  
 If yes, class # \_\_\_\_\_  
 Have you attended any SHLSS/PHC upgrading courses?  Yes  No  
 If yes, course(s) taken \_\_\_\_\_

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	START DATE	DATE OF COMPLETION
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_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

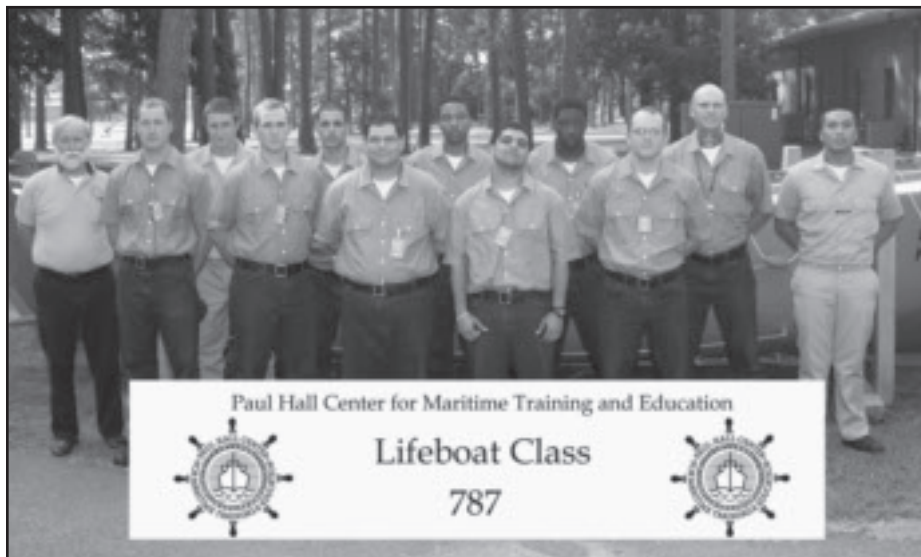
Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

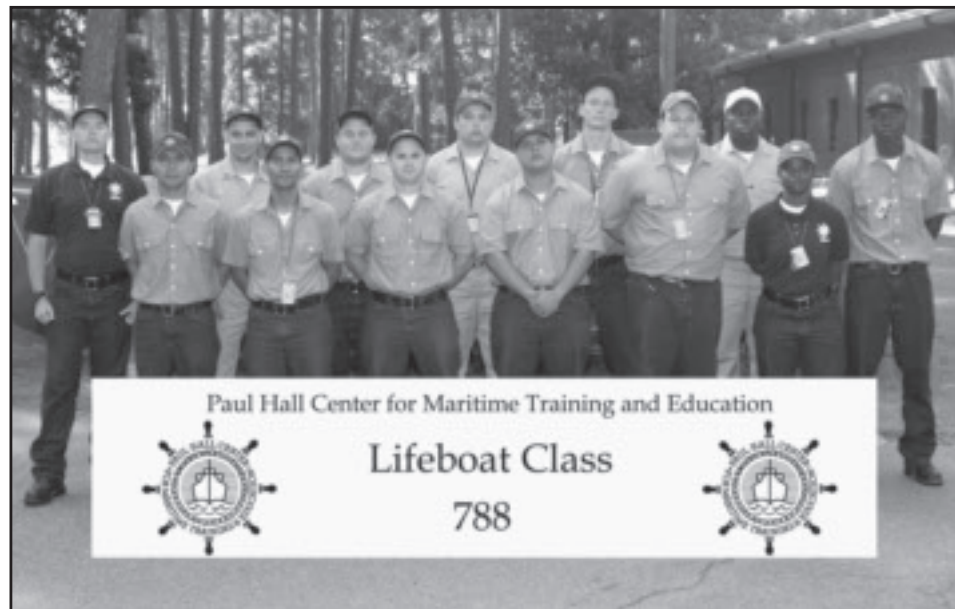
**NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.**

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 9/14

# Paul Hall Center Classes



**Water Survival Class #787** – The following apprentices (above, in alphabetical order) completed this class July 3: Miguel Allen, James Bleckley III, John Congiglio, Rodrigues Carson, Bakari Dickerson, Alexander Fisher, Delores Franklin, David Garrett, Waddah Kaid, Carlos Mohler Vega, Charles Packer, Stevie Palmer II, Jophrey Pelingon, Chester Piaskowski IV, Mohamed Saleh and Dylan Sapp. Class instructor Ben Cusic is at the far left. (Note: Not all are pictured.)



**Water Survival Class #788** – Thirteen apprentices finished this class Aug. 1. Graduating (above, in alphabetical order) were: Monserrate Blas Jr., Jeremiah Cobb, Wesley Head, Thomas Johnson, Alfred Jones, Carlton Knight, Efren Ramos-Sosa, Rommel Reston, Mayron Santana-Vega, Philip Sharp, Hermano Sillon, Ajee Smith and Brandon Urich.



**Water Survival** – Two upgraders completed their requirements in this course Aug. 1. Graduating (above, from left) were Tyree Watkins Jr., and Fsaha Solomon.



**Welding** – Three Seafarers graduated from this course Aug. 1. Completing their requirements (above, in alphabetical order) were: Anthony Kpodovia, Glenn Snow and Thomas White. Their instructor, Chris Raley, is at right.



**GMDSS** – Two individuals finished this course Aug. 1. Completing their requirements were Timothy Van Weezel (above, left) and Johnny Dozier III.



**Motor Plant Operations** – Twelve upgraders graduated from this course July 18. Completing their requirements (above, in alphabetical order) were: Kasim Ahmed, Kenneth Biddle Jr., Derek Chestnut, Sean Foote, Jason Fuller, Jon Mahannah, Raymond Martinez, Nicholas Panagakos, Michal Sinkiewicz, Brandon Thornton, Gil Ruben Jr. and Florencio Tindugan. Tim Achorn, their instructor, is at the far right.



**BST (SIU)** – Fifteen Seafarers completed this course July 11. Graduating (above, in alphabetical order) were: Armando Amante, Jeffrey Beasley, Rodrigues Carson, Michael Dupee, Gerald Foster II, Garrett Fox, David Garrett, Eddie Hall, Martin Krins, David Martinez, John McBentum, Carlos Mohler Vega, Chester Piaskowski IV, James St. Amand and Edna Torres. (Note: Not all are pictured.)

**Junior Engineer** – Ten upgraders graduated from this course July 11. Completing their requirements (photo at right, in alphabetical order) were: Edwin Alcos, Dennis Blake II, Lawrence Brooks Jr., Mark Canada, Anthony Kpodovia, Rafael Leon Ortiz, Xavier Normil, Justin Smith, Jamal Taleb and Thomas White. John Wiegman III, their instructor, is at the far right.



# Paul Hall Center Classes



**Government Vessels** – Nine upgraders graduated from this course July 25. Finishing their requirements (above, in alphabetical order) were: Garry Brandon, Michael Dupee, Eugene Evans, Edgar Manlangit, Patricia Ricks, Martin Simmons Jr., James St. Amand, Julius Sykes and Florencio Tindugan. Class instructor Mark Cates is at the far right.



**ECDIS** – The following individuals (above, in alphabetical order) graduated from this course July 18: Lindsey Austin, Frederick Cleare, Richard Crutchfield, John Gates, Michael Morgan, Frank Pivik, Ernesto Rios Pratt and Jason Stahl.



**ARPA** – Five upgraders graduated from this course July 3. Completing their requirements (above, in alphabetical order) were: Jeffer Baguio, Mark Grzegorzcyk, Jesse James, Jarred Moylan and Timothy Van Weezel.



**Tankship Familiarization** – The following Phase III apprentices (above, in alphabetical order) finished this course July 11: Derrick Alexander, Frank Jennings Jr., Tristian Johnson, Joshua Maughon, Dina Mott, Andrey Prytkov, Jon Sunga, Edward Williams and Brandon Winfield. Upon their completion of the apprentice program, each of these individuals plans a career at sea working in the deck department.



**Tankship Familiarization** – Ten Phase III apprentices, all of whom plan to sail in the engine department of SIU-crewed vessels upon the completion of their training, graduated from this course July 11. Completing their requirements (above, in alphabetical order) were: Loren Arriola, Aaron Baker, Terrall Cuffee, Adrian Darden, John Jaremchuk, Joshua Leonor, Demarkus McNabb, Richard Miller, Martin O'Brien and Zachary Vanhooose.



**Tankship Familiarization** – Two Phase III apprentices graduated from this course July 11. They are Mamie Porter (above, left) and Evan Sawyer. Both will work in the steward department of SIU-crewed vessels once they complete the remainder of their training.



**Advanced Galley Operations** - Three steward department upgraders recently completed this course. Graduating (above, from left) were: Henry Commanger, Elizabeth Byrd and Leslie Davis.



**Chief Cook** - Four steward department upgraders recently graduated from this course. Completing their requirements (above, from left) were: Dante Cruz, Kaneshia Spence, David Stephens and Benjamin Feria.



**Steward Department Courses** - Five upgraders recently completed courses in the steward department. Those graduating and the courses they completed (above, from left) were: Robert Wagner, advanced galley ops; Najeeb Ginah, galley ops; Khalid Mohamed, advanced galley ops; Steve Concepcion, advanced galley ops; and Sukiman Suraredjo, galley ops.



Recertified Bosun Ed McLean  
*American Phoenix*



AB Joe Tucker checks out a recent issue of the *Seafarers LOG* aboard the tug *OSG Courageous*, which joined the SIU fleet (along with a corresponding barge) in 2011.



Asst. Engineer Rino Skoblar  
*ATB Innovation*

## *Around the Port Of Fort Lauderdale*

Port Agent Kris Hopkins submitted these recent photos of SIU members aboard ships, tugs and barges in and near Fort Lauderdale, Fla.



AB Tim Potter hauls a few new friends aboard the Sulphur Carriers integrated tug-barge *Betty Wood*.



Chief Engineer Juan Lima  
*ATB Innovation*



Seafarers Jeff Johns (left) and Ricky Karl stop for the camera on the Penn Maritime tug *Tarpon*.



OS/Cook Michael Colonna  
*OSG Courageous*